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EXTRAORDINARY

PART II—Section 3—Sub-section (i)

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MINISTRY OF RAILWAYS

(Railway Board)

NOTIFICATION

New Delhi, the 22nd July 1960

G.S.R. 1037.—In exercise of the powers conferred by section 47 of the Indian Railways Act, 1890 (9 of 1890) read with the notification of the Government of India in the Department of Commerce and Industry No. 801 dated the 24th March, 1905, and in supersession of the instructions contained in Part III of the General Rules for all open lines of railways, published in the notification of the Government of India in the late Railway Department (Railway Board) notification No. 1078 P. dated the 9th March, 1929, in so far as those instructions relate to the carriage of dangerous goods and of all other rules and orders on the subject, the Railway Board with the sanction of the Central Government hereby make the following rules, namely:—

RAILWAYS RED TARIFF RULES, 1960

PRELIMINARY

1. **Short title, commencement and application.**—(1) These rules may be called the Railways Red Tariff Rules, 1960.

(2) They shall come into force on the 1st day of December, 1960

(3) They shall apply to the carriage by rail of the dangerous goods specified in these rules but not to the carriage of explosives for the Defence Services of the Government of India.

2. **Interpretation.**—In these rules,—

- (a) "authorised railway servant" means any person employed by a railway administration in connection with the service of a railway and for the time being authorised to transact the concerned business of the railway;
- (b) "A.Q." means any quantity and indicates that the rate quoted is applicable whether the commodity moves in smalls or wagon-loads;
- (c) "B. G." means Broad Gauge;

- (d) "carriage" means a four-wheeled carriage used for transport and includes a goods wagon;
- (e) "C. C." means carrying capacity and indicates that the weight for charge is the carrying capacity of the wagon used,
- (f) "goods train" means a train (other than a ballast train) intended solely or mainly for the carriage of animals or goods;
- (g) "gross weight" means the weight of the article including the weight of the packing;
- (h) "M. G." means Metre Gauge,
- (i) "mixed train" means a train intended for the carriage of passengers and goods or of passengers, animals and goods;
- (j) "naked light" means the common type of electric torch, hand lanterns and ordinary portable electric appliances other than those complying with the British Standard Specification No 229.
- (k) "N. G." means Narrow Gauge;
- (l) "N.O.C." means not otherwise classified;
- (m) "parcels train" means a train intended solely or mainly for the carriage of coaching traffic other than passenger traffic,
- (n) "passenger train" means a train intended solely or mainly for the carriage of passengers and other coaching traffic;
- (o) "sectional van" means any carriage, including a parcel van, used for the collection and distribution of consignments of goods insufficient in weight to form an authorised minimum wagon load for a particular station;
- (p) "station" means any place on a line of railway at which traffic is dealt with;
- (q) "tranship or road van train" means a train which collects and distributes consignments of goods insufficient in weight to form an authorised minimum wagon load for a particular station;
- (r) "W" means the minimum weight in quintals per 4-wheeled wagon, to which the rate applies;
- (s) "wagon" means goods stock, whether attached to goods, passenger, mixed or parcels trains.

3. Arrangement of Chapters.—(1) Dangerous goods shall, having regard to the hazard involved in their carriage by rail, be classified into seven groups, namely:—

- (a) Explosives,
- (b) Gasses, compressed, liquefied or dissolved under pressure,
- (c) Petroleum and other inflammable liquids,
- (d) Inflammable solids,
- (e) Oxidizing substances.
- (f) Acids and other corrosives, and
- (g) Poisonous (Toxic) substances.

(2) Each of the following chapters deals with one class of dangerous goods specified in sub-rule (1) and contains—

- (a) general rules governing acceptance handling, carriage, storage, delivery and the like of the commodities included in that class;
- (b) a table indicating the classification for rating, packing conditions, marking, labelling, stowage and carriage of the commodities aforesaid and is numbered after the chapter to which it relates;
- (c) appendices which are numbered after the chapter to which they relate.

(3) The forms of the forwarding note and the notice of arrival of consignments which are common to all classes of dangerous goods are set out in Annexures A and B to these rules.

4. Numbering of rules.—Every rule is given a three digits number in which the 100th digit indicates the number of the chapter and the other two digits the

number of the rule. The main parts of a rule are indicated with decimal point and further sub-divisions are indicated with numerals or letters placed in brackets

5. Labels and colours.—(1) The pictorial labels prescribed for use on packages, wagons or carriage are those specified in the Indian Standard Code of Symbols for Labelling of Dangerous Goods (I.S.: 1260—1958) issued by the Indian Standards Institution and are available for sale to the public at the District, Divisional and Headquarters Offices of the Railway and at such stations as may be notified by the railway administration from time to time.

(2) The identification colours prescribed for gas cylinders or containers are those specified in notification No. S.R.O. 1704 dated the 3rd May, 1957 of the Ministry of Works, Housing and Supply, Government of India, New Delhi.

6. Other goods of hazardous nature.—(1) Carriage of goods of a hazardous nature other than those specified in these rules shall not be accepted for transport by rail unless specially authorised by the railway administration

(2) Every application for transportation under sub-rule (1) shall be made by the consignor to the railway on which the traffic originates with full details of commodity, the nature of the hazards involved and the manner of packing.

7. Carriage by passenger, mixed and parcel trains.—Subject to any exceptions notified by the railway administration, explosives and other dangerous goods which are permitted to be carried by passenger, mixed or parcel trains shall be charged at full parcel rates when carried by such trains.

8. Saving.—Unless otherwise provided in these rules, the rates and conditions of transport by rail contained in the goods and coaching tariffs issued by the Indian Railway Conference Association shall also apply to explosives and other dangerous goods specified in these rules.

9. Penalty.—Any person committing a breach of any of these rules shall be punished with fine which may extend to Rs. 50

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CHAPTER I EXPLOSIVES

Dangerous goods under Indian Railways Act.

101. Explosives, that is to say, substances which possess risk of explosion or fire or both are specified in Table I.

Classification of Explosives.

102. For the purpose of these Rules, explosives shall be classified in the manner specified in Table I.

General restrictions on conveyance of Explosives

103.1. *Explosives to be accepted only under the Rules laid down.*—A Railway Administration shall accept only the explosives specified in Table I for conveyance by rail, subject to the Rules and in accordance with the conditions set forth in this chapter.

2. *Railway's right to refuse to convey.*—Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular explosive specified in Table I.

After the issue of such a notice, no such explosive shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

3. *Restrictions on railways.*—(1) On the following railways, explosives which are required to be carried in specially constructed powder vans are not carried, but all other explosives are carried:—

Central: M. G. and N. G. Sections.

South Eastern: Dhamtari Branch and Naupada-Gunupur Section.

Western: N. G. Sections.

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(2) On the following railway, explosives which are required to be carried in specially constructed powder vans are not carried, but all other explosives are carried, provided that the explosives are of such a nature as can be loaded in ordinary covered wagons along with other goods:—

Southern: N. G. Section.

(3) On the following railways, explosives which necessitate conveyance in specially constructed powder vans are not carried, and other explosives may only be carried under special arrangements:—

Ahmadpur Katwa

Arrah Sasaram Light

Bankura Damodar River

Bukhtlarpur Bihar Light

Burdwan Katwa

Futwah Islampur Light

Howrah Amta Light

Howrah Sheakhala Light

Rupsa-Talband Section

(South Eastern Railway).

Shahdara (Delhi) Saharanpur Light.

(4) **Bombay Port Trust Railway.**—Explosives in full wagon-loads are dealt with at Haji Bunder and Stores Depot stations only.

(5) **India General Navigation and Railway Co. Ltd. and Rivers Steam Navigation Co. Ltd.**—(a) No explosives, except those mentioned below, are carried:—

Cartridges for small arms, such as rifles, shot guns and pistols;

Ammunition under escort;

Crackers and fireworks such as Christmas or Bon-Bon Crackers and Amorges (paper caps for toy pistols).

(b) Explosives shall be accepted at owner's risk only.

(6) No explosives are carried over the following Sections of the Eastern and Western Railways:—

Eastern Railway

Krishnagar City—Nabadwip Ghat.

Santipur—Nabadwip Ghat.

Western Railway

Bhavnagar—Mahuva

Joravarnagar—Sayla

Morvi—Amran Road

Morvi—Ghantila.

Morvi—Tankara

Powers of Railway Administration to prevent entry, etc.

104.1. *Powers to prevent entry and to inspect.*—Where a Railway Administration suspects that an explosive or carriage or package containing an explosive does not comply with any of these Rules, the Administration may (1) prevent the entry of such explosive, carriage or package upon their premises, or refuse to receive or transport them;

or

(2) at any time open or require such carriage or package to be opened to ascertain the facts.

2. *Powers to return to consignor.*—If any explosive or any carriage or package containing explosives is found not to comply with any of these Rules, the Railway Administration may return such explosive, carriage or package to the consignor at his risk and expense.

3. *Powers to destroy.*—Where any explosive or any carriage or package containing explosives not complying with these Rules cannot in the opinion of the Railway Administration be returned to the consignor without undue risk, the Administration may, in consultation with the Chief Inspector of Explosives and in such manner as he may specify, destroy, at the consignor's risk and expense, the explosive concerned or the contents of the carriage or package.

Pass required for transport of Explosives.

105.1. *Pass required to accompany consignments.*—(1) Every consignment of explosives tendered for despatch shall be accompanied by a pass (in duplicate) issued by the consignor in form 'H' as required under the Explosives Rules, 1940. (For form 'H' see Appendix I/1)

(2) One copy of such pass shall be attached to the way-bill or invoice, as the case may be, and the other pasted at the back of the record foil of the way-bill or invoice for record at the forwarding station.

(3) The through invoice or way-bill, as the case may be, shall be despatched to destination by post.

(4) If the explosives are booked to 'self' the consignor's declaration giving full name and address of the intended consignee, referred in Rule 107.1(4) shall also be sent with the through invoice or the way-bill.

2. *Exemptions from production of Form 'H'.*—The pass in form 'H' will not be required for the transport of—

(1) any explosive imported under a licence in form 'F' of the Explosives Rules, 1940, from the port of import to the place of destination specified in the licence;

(2) any explosive falling within the purview of Rule 29 of the Explosives Rules, 1940;

(3) any explosive for the possession of which no licence is necessary, *vide* Rule 83 of the Explosives Rules, 1940;

(4) any explosive covered by a licence in form 'J' of the Explosives Rules, 1940, in such quantity as a holder of the licence may require for his, private use;

(5) fireworks known as Christmas or Bon-Bon Crackers

3. *Certificate for exemption.*—Consignors claiming exemption under sub-rule 2 above must give a certificate (in duplicate) in the following form:—

"I hereby certify that the consignment of.....
tendered by me for despatch from.....to.....

* (1) is imported under a licence in form 'F' and the transport required is in accordance with the licence;

* (2) is required to be transported in accordance with Rule 29 of the Explosives Rules, 1940;

* (3) does not require a licence for transport, *vide* Rule 83 of Explosives Rules, 1940;

* (4) is covered by a licence in form 'J' held by me and is required for my private use;

* (5) consists of Christmas or Bon-Bon Crackers, and does not contain any other fireworks;

and can, therefore, be transported without a pass in form 'H'.

Station.

Date.

Signature of Consignor.

* Strike out the items not applicable.

NOTE.—(1) Forms 'F' and 'J' and Rules 29 and 83 of the Explosives Rules, 1940, referred to in this Rule, are not reproduced in this Tariff.

(2) One copy of the certificate for exemption shall be attached to the way-bill or invoice, as the case may be, and the other pasted at the back of the record foil of the way-bill or invoice for record at the forwarding station.

Explosives**106—108****Notice of despatch to be given by Sender.**

106.1. *Notice of despatch compulsory.*—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of explosives shall be forwarded to the railway for despatch or accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. *Particulars to be given in the notice.*—The notice required under sub-rule 1 shall be addressed to the officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station, unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

- (1) the true name, description and quantity of the explosives in the consignment;
- (2) the name and address of the consignor;
- (3) the name and address of the consignee;
- (4) a declaration that the explosives have been "packed and marked in accordance with the Rules laid down in the Red Tariff", i.e., Rules 110 and 111.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule

(2) When the officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice board and such notice shall be deemed as proper intimation to the consignor under this Rule.

Certificates, forwarding note, etc., to be obtained by Railway Staff.

107.1. *Documents required.*—It is incumbent on the railway staff in the case of every consignment of explosives, mentioned in Table I, to obtain from the consignor—

- (1) Forwarding Note, complete in all respects, in the form specially prescribed. (For form see Annexure A);
- (2) In the case of explosives of the 3rd (Nitro-Compound) class, a certificate in form 'A' (for form 'A' see Appendix I/2) granted by the Inspector of Explosives, or by the Testing Officer if the certificate is granted at the time when the explosive is imported, or, provided that the original is produced for verification, a copy of such certificate certified by the consignor to be a true copy;
- (3) A pass (in duplicate) in form 'H'. (For form 'H' see Appendix I/1);
or

a certificate (in duplicate) showing the authority for exemption wherever a pass in form 'H' is not required to be submitted, *vide* Rule 105(3);

- (4) In the case of consignments booked to self, an additional declaration in the form prescribed (for form see Appendix I/6) from the holder of the transport licence, referred to in pass in form 'H', indicating that the consignment shown in pass in form 'H', is intended for the consignee declared in this declaration

2. *Remarks on invoice or way-bill.*—Invoices or way-bills issued for consignments of explosives must have an endorsement to the effect that the documents mentioned in sub-rule 1 have been obtained from the sender

Prohibitions in acceptance

108.1. *Mixed consignments prohibited.*—Explosives must not be accepted as forming a part of a consignment with other goods, but must be tendered under a separate Forwarding Note and be booked as a separate consignment.

Explosives which cannot be loaded together must also be tendered under separate Forwarding Notes and be booked as separate consignments.

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2. *Booking by dearer route prohibited.*—Explosives shall not be accepted for carriage by dearer route, except where—

(1) the dearer route is selected to avoid break-of-gauge transshipment;

or

(2) the normal route for carriage is interrupted.

Explosives to be accepted by authorised railway servant and at specified place and time.

109. Consignments of explosives intended to be transported by rail shall be received only—

(1) by a duly authorised railway servant;

and

(2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

Packing.

110.1 *Explosives to be transported only when packed in prescribed manner.*—No explosive shall be tendered for transport or be transported unless it is packed in the manner laid down in column 3 of Table I, with such exceptions as contained in columns 6 and 7 thereof.

2. *"Outer" and "Inner" package*—The expression "outer package", used in Table I, means a box, barrel, case, or cylinder of wood, metal, or other solid material, of such strength, construction and character as not to be liable to be broken or accidentally opened, or to become defective or insecure or to allow an explosive to escape

The expression "inner package" means a substantial case, bag, canister, or other receptacle, made and closed so as to prevent any explosive from escaping.

3. *Use of exposed iron or steel not permitted in the construction of packages*—Except as otherwise provided in column 3 of Table I, no iron or steel shall be used in the construction of any package unless the same is covered with suitable material so as to effectually prevent the exposure of such iron or steel.

4. *Interior of every package to be free from grit and clean.*—The interior of every package shall be free from grit and otherwise clean.

5. *Additional packing permitted under certain conditions.*—Nothing in these Rules shall be deemed to prohibit the use of an additional package, whether inner or outer, of a character not expressly prohibited in writing by the Chief Inspector of Explosives, provided that the packing requirements laid down in columns 3, 6 and 7 of Table I, are otherwise complied with.

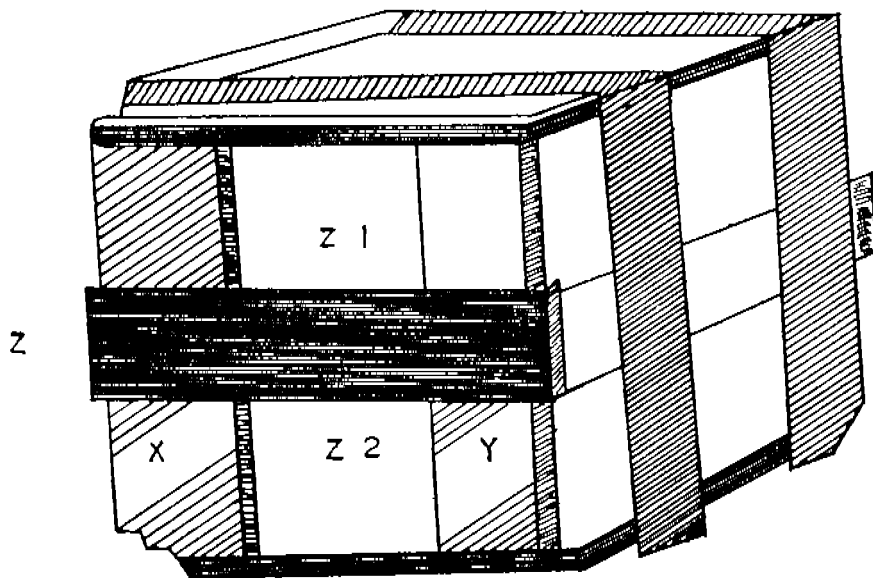
6. *Maximum weight of packages containing explosives.*—No package containing explosives when tendered for transport by the railway shall weigh more than 54.43 kg.

All packages weighing over 27.21 kg. shall be provided on the sides with strong slings, handles or other suitable supports so as to enable their being lifted by a team of 2 or more men.

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A suitable support in the form of cross battons on two opposite sides of an outer package is shown in the picture below:—



NOTE.—The vertical battons, marked X and Y, on the facing sides have a thickness of about 1·9 cm. whereby the cross batton, marked Z, provides a convenient hold at the space, marked Z 1 and Z 2.

Marking and Labelling of packages by consignors.

111.1. *Marking.*—Except where otherwise provided in column 4 of Table I, the outermost package shall be marked in conspicuous characters by means of either branding, stamping, embossing or painting or by affixing a securely attached label with,—(1) the word “Explosive”, (2) the name of the explosive, (3) the number of the class and of the division to which it belongs, (4) the weight of the explosive and (5) the name and address of the consignor and the consignee.

NOTE.—The weight of explosives when referred to in these Rules shall not include the weight of the packing case or box in which the explosives are packed.

In the case of explosives of the 6th (Ammunition) class or 7th (Fireworks) class, however, the weight shall be deemed to be the weight of the completed article inclusive of the case or contrivance in which the explosive is contained.

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2. *More than one explosive in the same outer package.*—Where an outer package contains more than one explosive, it shall be marked separately in respect of each explosive so contained.

3. *Explosives having their own means of ignition.*—Where a package contains explosives with their own means of ignition, a remark to this effect should be made distinctly on the package

4. *Pictorial label.*—In addition to the marking specified above, and except where otherwise provided in column 4 of Table I, every package containing explosives shall bear the pictorial label as shown below, indicating the hazard involved on account of the contents of the package:—



NOTE.—(1) Background .. White.
Symbol and Lettering .. Black.

(2) Minimum dimensions .. 10·16 cm. > 10·16 cm.

Bigger labels may be used depending on the size of the packages.

(3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.

(4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

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Responsibility of the Railway Staff

112. The railway staff while accepting consignments of explosives for transport by rail, must ensure that—

- (1) the declared weight of explosives in any one package, as ascertained from the markings thereon, does not exceed the maximum laid down in column 5 of Table I;
- (2) the outermost package is in accordance with these Rules; and
- (3) no package containing explosives tendered to the Railway for despatch weighs more than 54.43 kg

Relaxation of packing and marking rules

113. If the Chief Inspector of Explosives is satisfied that in any special case any of the requirements of Rules 110 and 111 may be safely relaxed, he may, by an order in writing, authorise such relaxation under such conditions as he may deem fit.

In such cases, the Chief Inspector of Explosives will intimate in writing to the Indian Railway Conference Association the full details of relaxations permitted by him.

Marking by Railway

114. Every package containing explosives shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

Handling to be done by consignors and consignees

115. Unless it be otherwise notified by the Railway Administration, consignors and consignees have to do the loading and unloading of explosives in wagon-loads.

When the traffic is booked in smalls and in all cases of handling *en-route*, the Railway Administration concerned will do the loading and unloading.

Storage

116. *Explosives to be stored away from station buildings.*—It shall be the duty of every officer-in-charge of a station to cause every package of explosives which is proposed to be despatched by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored as far away as possible from station buildings.

NOTE.—This sub-rule will not apply to such explosives as are permitted, *vide* Rules 124 and 125, to be carried with other goods by goods or other trains, provided that the quantity stored at a time does not exceed the limit upto which such explosives are allowed to be so carried, and the other prescribed conditions of carriage are observed.

2. *Type of storage accommodation to be used.*—Explosives should be stored in an enclosed shed.

If, however, such storage accommodation is not available, they may be stored in a carriage or covered wagon.

Failing that, they may be stored in a shed having an over-head cover, protected, if necessary, with tarpaulins or other suitable material.

If this is also not possible, they may be kept in an open space, completely covered by tarpaulins or other suitable material.

NOTE.—Explosives required to be carried in a powder van should only be stored in a powder van or a wooden-floored wagon.

P.E.T.N. shall, however, not be stored in any wagon other than a powder van.

3. *Precautions to be observed.*—While storing explosives, all precautions laid down in Rule 117 must be observed.

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Precautions to be observed in handling and storing explosive

117.1. *Competent person to be in charge of operations.*—Whenever explosives in wagon loads are loaded, unloaded or handled, the consignor or the consignee, as the case may be, shall depute a competent person experienced in the handling of explosives to be present and to supervise the loading and unloading at the forwarding and destination stations.

At transshipment or repacking points the handling of wagon-loads shall be supervised by responsible railway officials deputed for the purpose.

In respect of smalls the handling of explosives at forwarding, receiving, transshipment and repacking stations shall be supervised by responsible railway officials, such as the station master or the assistant station master on duty or the head/chief transshipment clerk or any other person specially deputed for the purpose.

2. *Safe distance to be maintained while handling explosives.*—Explosives shall be loaded and unloaded as far away as possible from station buildings, dwelling houses, factories, public buildings or other buildings, or places where persons assemble.

NOTE.—This sub-rule will not apply to such explosives as are permitted, *vide* Rules 124 and 125, to be carried with other goods by goods or other trains, provided that the quantity stored at a time does not exceed the limit upto which such explosives are allowed to be so carried, and the other prescribed conditions of carriage are observed.

3. *Examination of place, carriage or wagon in which any explosive is laid or handled.*—The floor of any place or carriage or wagon on which any explosive is laid and the ground and other places over which the explosive is to be conveyed during loading or unloading shall be—

- (1) carefully examined to ensure that there is nothing thereon in contravention of these Rules; and
- (2) thoroughly cleaned and swept before and after use.

4. *Time of loading and unloading.*—All operations connected with loading, unloading and handling of explosives shall be conducted between sunrise and sunset only, except that consignments sent in brake-vans of passenger, mixed or parcels trains and by tranship or road van trains may be handled at any hour, all due precautions being taken to prevent accidents.

5. *Handling operation to be done diligently without unnecessary stoppage.*—After the handling of explosives has commenced, the operations shall proceed with due diligence and without unnecessary stoppage.

6. *Handling of packages.*—(1) The packages containing explosives shall not be thrown, dropped down, rolled or dragged along the ground or floor, and care must be exercised to avoid striking them against any hard object.

(2) Heavy packages should be handled by a team of more than one person, each holding the package from a secure place, sling or support provided on the package.

(3) Trolleys or hand-barrows shall not be used for the conveyance of packages containing explosives.

7. *Prohibition of unauthorised persons.*—No unauthorised person shall be allowed access to any place where explosives are stored or handled, or to carriages or wagons in which they are carried.

8. *Prohibition to possess matches, fuzes, knives, etc.*—No person on, in or near any place where explosives are handled or stored shall have in his possession any matches, fuzes, or other appliances for producing ignition or explosion or any knives or other articles made of iron or steel.

9. *Prohibition of smoking, fires, lights and dangerous substances.*—No person shall smoke or take or have any fire or naked light or any agency which produces heat or sparks, nor shall any other dangerous goods or other articles of

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inflammable nature or empties which have contained petrolcum and other inflammable liquids be stored or handled—

(1) within 27·43 m. of a place where an explosive is stored;

or

(2) at any place where an explosive is handled from one hour before and during such handling.

NOTE.—The stipulation regarding the distance limit of 27·43 m. contained in sub-clause (1) above, will not apply to such explosives as are permitted, vide Rules 124 and 125, to be carried with other goods by goods or other trains, provided that the quantity stored or handled at a time does not exceed the limit upto which such explosives are allowed to be so carried, the other prescribed conditions of carriage being observed, and further provided that no person shall smoke or take or have any fire or naked light or any agency which produces heat or sparks near any place where explosives are stored or handled.

10. *Prohibition of boots and shoes.*—No person on, in or near any place where explosives are handled or stored shall wear boots or other foot-wear with iron nails or shod or strengthened with iron, unless such boots or shoes are covered with leather, India rubber, felt or other material in the form of overshoes or otherwise.

Where foot-wear of the required type are not available, the persons concerned shall work bare-footed.

11. *Prohibition of children and intoxicated persons.*—No person who is under 18 years of age, or who is in a state of intoxication, shall be employed on the loading, unloading or transport of explosives, or be employed in or allowed to enter the area where the operations are in progress.

12. *Protection from sun, rain and snow*—Packages containing explosives shall not be exposed to sun, rain or snow, nor kept on damp ground.

They should be protected with tarpaulins or other suitable material, whenever required.

Explosives not to be kept at places of loading and unloading for long periods

118. Explosives must not be brought to any place of loading until the wagon or carriage in which they are to be loaded is ready.

On arrival at a transshipment, repacking or destination station, and pending their onward despatch or delivery, as the case may be, explosives must not be allowed to remain at any place of unloading for any unduly long period.

When any undue delay in loading, forwarding or delivery of explosives is anticipated, they must be stored in a safe place in accordance with the provisions of Rule 116.

Explosives to be normally transported by goods trains

119. Except as provided in Rules 120, 125 and 126, explosives shall not be transported by any train other than a goods train.

Explosives in vans permitted to be transported by mixed or parcels trains when goods trains are not running

120. An explosive may be transported by a mixed or parcels train, in vans specially approved under Rule 121, on any line or section on which goods trains are not running, subject to the condition that immediately on entering any section on which goods trains are running, the vans containing explosives shall be detached from the mixed or parcels train.

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Type of wagons to be used for loading explosives.

121.1. *Powder vans to be used*—Except as otherwise provided in column 6 of Table I, all explosives shall be carried in powder vans specially constructed for the carriage of explosives and of a type approved by the Chief Inspector of Explosives.

2. *Wooden-floored covered wagons may be used with prior permission.*—If powder vans are not available, wooden-floored covered iron wagons may be used after obtaining prior permission from the Chief Inspector of Explosives.

NOTE.—Over the Northeast Frontier Railway loading in wooden-floored covered wagons has been permitted by the Chief Inspector of Explosives.

3. *Open wagons and end-opening carriages or wagons not permitted.*—Open wagons or end-opening carriages or wagons shall not be used for the conveyance of explosives of any type.

Quantities of explosives to be loaded or handled.

122.1. *Maximum quantity allowed in wagon.*—Except as otherwise provided in column 6 of Table I, the quantity of explosives transported shall not exceed 4,535.92 kg. in any one railway wagon.

NOTE.—Exemption has been given by the Chief Inspector of Explosives up to 30th September 1960, to Messrs. Imperial Chemical Industries (India) Ltd., from the operation of sub-rule 1, subject to the condition that the maximum quantity of explosives transported in any one railway wagon does not exceed 6,803.88 kg. and the provisions of the Rules are otherwise complied with.

2. *Reckoning of weight of explosives consignments.*—(1) For the purpose of calculating the quantity of explosives contained in a consignment or carriage, the weight will be determined in accordance with Note to Rule 111.1

(2) For the purpose of calculating the railway freight, the weight for charge shall be the weight of the completed article inclusive of the packing case.

3. *Maximum number of wagons to be dealt with.*—Not more than 5 wagons containing explosives shall at any one time be loaded, unloaded or handled at any railway station

Carriage of explosives with ordinary goods not normally permitted.

123. Except as provided in Rules 124, 125 and 126, explosives shall not be carried in the same carriage along with ordinary goods

Carriage of certain explosives with ordinary goods permitted by goods trains.

124. Subject to the loading restrictions contained in Rules 127 and 128 being observed, the following explosives may be transported with ordinary goods by goods train in a carriage not containing any articles or substances of combustible nature, in such quantities and under such conditions as have been laid down in column 6 of Table I, provided that the explosives are well separated in the carriage from other goods:—

- (1) Nobel's safety electric fuzes;
- (2) Percussion caps;
- (3) Railway fog signals;
- (4) Safety cartridges;
- (5) Safety fuze;
- (6) Detonators;

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- (7) Authorised fireworks of the 2nd division of the 7th (Fireworks) class,
- (8) Any other explosive approved by the Chief Inspector of Explosives for the purpose of this Rule, when such explosive is packed in approved metallic cases or cylinders.

NOTE.—For general specifications of approved metallic cases or cylinders referred to, see Appendix 1/3.

Carriage of certain explosives permitted in brake-van of passenger, mixed or parcels trains.

125. Subject to the loading restrictions contained in Rules 127 and 128 being observed, the following explosives may be transported in the brake-van of passenger, mixed or parcels trains, in such quantities and under such conditions as have been laid down in column 7 of Table I, provided that when explosives are carried with other goods, they are well separated in the brake-van from the other goods:—

- (1) Nobel's safety electric fuzes;
- (2) Percussion caps;
- (3) Railway fog signals;
- (4) Safety cartridges;
- (5) Safety fuze;
- (6) Detonators;
- (7) Authorized fireworks of the 2nd division of the 7th (Fireworks) class;
- (8) Explosives of the 3rd (Nitro-Compound) class;
- (9) Gunpowder (Black powder, Country powder, Blasting powder, Propellant).

NOTE.—Items (6), (8) and (9) may only be carried in the rear brake-van.

Carriage of safety cartridges in passenger compartments.

126. Safety cartridges may be carried in a compartment or carriage in which passengers are transported, as part of personal luggage.

Explosives which must be kept separate.

127. An explosive of the 6th (Ammunition) class containing its own means of ignition, or an explosive of the 7th (Fireworks) class, shall not be transported in the same carriage and shall not be conveyed or handled or stored with any explosive not of the class and division to which it belongs.

Carriage of explosives with other dangerous goods prohibited.

128. Explosives shall not be conveyed in the same carriage with any matches for fuzes or appliance for producing ignition or any other dangerous goods or empties which have contained petroleum and other inflammable liquids

Stowing in wagons.

129. All packages containing explosives shall be stowed in one layer only and shall be secured in such a way as to prevent movement when the wagon is in motion.

Provided that if the packages are rectangular in form and are properly secured so as to prevent movement during transit, they may be stowed in any number of layers not exceeding five.

Labelling, sealing and locking of wagons.

130.1. "*Explosive*" label to be affixed on wagon.—An "Explosive" label as shown below shall be affixed to both sides of every wagon or carriage in which explosives are stored for despatch or delivery or while in transit:—



NOTE.—(1) Background .. White.

Symbol and Lettering .. Black.

(2) Dimensions .. 3 m. radius.

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol and the lower for the rest of the text, as indicated above.

NOTE.—The class, division and the weight of explosives (in the case of detonators their number instead of weight) contained in the wagon or carriage must invariably be shown on the wagon label.

This information must also be endorsed on the seal cards and pocket labels.

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Except on road vans or tranship or road van trains on which labels may be pasted on the sides of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when explosives are transported along with ordinary goods irrespective of the quantity of explosives loaded in the wagon or carriage.

Such labels need not, however, be used when explosives are conveyed by passenger, mixed or parcels trains in brake-vans.

2. *Private labels.*—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

3. *Lead seals to be used.*—Lead seals only should be used for sealing of wagons containing explosives.

4. *Riveting or E.P. locking not allowed.*—Riveting or E.P. locking of wagons containing explosives is prohibited.

Shunting.

131.1. *Precautions to be observed during shunting operations.*—Shunting of carriages containing explosives shall not be carried out except under the superintendence of a duly authorised officer who shall ensure that during shunting operations—

- (1) carriages containing explosives are separated from the locomotive by not less than three carriages not containing explosives or other dangerous goods or articles of inflammable nature, provided that when an electric (traction) or diesel (electric) locomotive is used, only one such carriage need intervene between the carriages containing explosives and the locomotive;
- (2) the speed of all movements does not exceed 8 km. an hour; and
- (3) no rough, hump, fly or loose shunting takes place.

2. *Exemption on certain sections.*—On the following sections, only one carriage not containing explosives or other dangerous goods or articles of inflammable nature, need intervene between the carriages containing explosives and the locomotive:—

Southern Railway:

Nilgiri.

Peralam-Karaikkal

Western Railway:

Bhavnagar-Mahuva.

Joravarnagar-Sayla.

Morvi-Amran Road.

Morvi-Ghantila.

Morvi-Tankara.

Marshalling.

132.1. *Precautions to be observed during marshalling.*—(1) The maximum number of carriages containing explosives which may at any one time be attached to or be hauled by a train shall be five by a goods train and three by a mixed or parcels train.

(2) Carriages or wagons containing explosives should be placed as far away as practicable from the train locomotive, grouping together those carriages/wagons which are permitted to be so grouped.

(3) Carriages containing explosives shall be separated by not less than three carriages not containing explosives or other dangerous goods or articles of inflammable nature from—

- (a) the train locomotive, provided that when an electric (traction) or diesel (electric) locomotive is used, only one such carriage need intervene between the carriages containing explosives and the locomotive;

(b) the passenger carriages or the brake-van;

(c) any other carriages containing other dangerous goods or articles of inflammable nature

(4) Carriages containing explosives shall be close-coupled to the adjoining carriages and to each other

2 *Exemptions on certain sections*—(1) On the following sections only one carriage not containing explosives or other dangerous goods or articles of inflammable nature need intervene between the carriages containing explosives and the locomotive or the passenger carriages or the brake-van or other carriages containing other dangerous goods or articles of inflammable nature:—

Southern Railway:

Nilgiri

Peralam-Kanakkal

Western Railway:

Bhavnagar-Mahuva

Joravarnagar-Sayla

Morvi-Amran Road

Morvi-Ghantila

Morvi-Tankara

(2) On the Darjeeling-Himalayan section of the Northeast Frontier Railway, carriages containing explosives need not be close-coupled.

3 *Restrictions on conveyance of explosives by trains carrying liquid air or liquid oxygen*—Explosives exceeding 907.18 kg shall not be conveyed by the same train by which consignments of liquid air or liquid oxygen are being conveyed

4 *Guard or dummy wagons*—Whenever the requisite number of carriages not containing explosives or other dangerous goods or articles of inflammable nature are not available empty wagons shall be used as guard or dummy wagons for separating, as required, the carriages containing explosives from the train locomotive, the passenger carriages or the brake-van or any other carriages containing other dangerous goods or articles of inflammable nature

Non-receipt of consignments at destination due to delay in transit

133 In every case when a consignment of explosives fails to reach the destination within a reasonable time from the date of booking, as shown on the invoice or the way-bill the station master of the station to which such explosive is booked must report the facts by wire to the station master of the booking station, junctions concerned, and District Traffic/Divisional Superintendent and Superintendent of Railway Police in whose jurisdiction the booking transshipping and destination stations are situated

NOTE—For determining a reasonable transit time for smalls, the following targets have been prescribed:—

B.G.	M.G.
Parcels	
400 km per day plus one day for every break-of gauge point plus one day (from the date of booking to the date of arrival)	240 km per day plus one day for every break-of gauge point plus one day (from the date of booking to the date of arrival)

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B.G.

M.G.

Goods

120 km. per day plus one day for every break-of-gauge point plus one day (from the date of booking to the date of arrival).

80 km. per day plus one day for every break-of-gauge point plus one day (from the date of booking to the date of arrival).

For wagon load consignments, the transit time is calculated at the rate of 160 km. per day plus one day for necessary formalities at booking and destination stations.

Notice of arrival

134.1. *Advance notice.*—The station master of the despatching station shall, on the booking and despatch of a consignment of explosives, forward by post to the station master of the destination station, a copy of the pass in form 'H' and the consignor's declaration, where obtained, under cover of a forwarding letter (for form see Appendix I/4). On receipt of this advice, the station master of the destination station shall at once advise (for form see Appendix I/5) the consignee or the intended consignee, as the case may be, to be prepared to take delivery immediately on arrival of the consignment.

Where there is break-of-gauge, the station master of the transshipping station shall also be advised.

2. *Further notice to consignee on arrival of consignment.*—The station master of the destination station must also see that notice of arrival of consignments of explosives is issued to the consignee or the intended consignee, as the case may be, in the prescribed form (for form see Annexure B), for all consignments received at his station and not removed on the date of unloading.

The pass in form 'H' or the consignor's declaration should be referred to, wherever necessary, for the name and address of the consignee or the intended consignee, as the case may be.

3. *Railway's right to recover wharfage and demurrage not affected by non-issue of notice.*—Non-receipt or late receipt of the advance notice or notices of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise.

135.1. *Delivery.*—Packages containing explosives shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. *Disposal if delivery not effected expeditiously.*—If consignments of explosives are still on hand after the expiry of the free time allowed for their removal, a notice, as prescribed in Section 56, sub-section (1) of the Indian Railways Act should immediately be served on the consignee. In respect of consignments "booked" to self, in addition to the booking station being addressed to serve a similar notice on the consignor, a notice should be served on the intended consignee indicated in the consignor's declaration referred to in Rules 105.1(2) and 107.1(4).

The notice referred to, shall be in the form prescribed and given in Appendix I/7.

After the expiry of the period specified in the notice, referred to above, packages still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 and 56 of the Indian Railways Act.

3. *Restriction on delivery or sale of explosives.*—Packages containing explosives shall only be delivered or sold to a person who holds a licence to possess the explosives or is the authorised agent of the holder of such a licence, or is otherwise entitled to possess the explosives without a licence.

Weight for charge and days of acceptance

136.1. *Smalls to be accepted on notified days and charged on actual weight.*—Consignments of explosives when tendered in smalls will be accepted for conveyance by rail on such days and over such sections as may be notified by Railway Administrations and will be charged on actual weight.

2. *Smalls which can be accepted on all days of the week and charged on actual weight.*—Notwithstanding what is stated in sub-rule 1 above, consignments of explosives may be accepted on all days and charged on actual weight when—

- (1) ordinary goods traffic with which such explosives can be loaded is open for acceptance for the destinations concerned.

or

- (2) the traffic is tendered for carriage in the brake-van of passenger, mixed or parcels train.

3. *Traffic in wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for charge of 30 quintals per 4-wheeled wagon applicable on all gauges.

Pre-payment of freight

137. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of explosives shall be pre-paid.

NOTE—Pre-payment of freight is not compulsory in the case of the following:—

- Belex 1;
- Belex 3;
- Cartridges, safety;
- Christmas or Bon-Bon Crackers;
- Glasgow Dynamite; and
- Percussion caps.

Charges for guard or dummy wagons

138. Whenever it is necessary to attach empty wagons as guard or dummy wagons for the safety of a train carrying explosives, such wagons will be charged at the rate of 30 nP. per kilometre for each B.G. wagon and 20 nP. per kilometre for each M.G. or N.G. wagon.

Split explosives to be destroyed

139. If any explosive escapes from the package in which it is contained, or is split, such explosive shall immediately be carefully collected and secured and the Inspector of Explosives contacted forthwith who will arrange for its destruction.

Repairs to carriages

140. Before any repairs or alterations are commenced in any part of a carriage in which explosives are being or have been transported, all due precautions shall be taken to remove all such explosives or any remnants thereof

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from the carriage; the space in such carriage in which explosives have been carried shall be thoroughly washed to ensure that no remnants of explosives remain therein.

Reports of accidents

141. Whenever there occurs any accident connected with any consignment of explosives, attended with loss of life or serious injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned

Powers of inspection, search, seizure, detention and removal

142. Any officer specified in the first column of the table below may within the areas specified in the corresponding entry in that table—

- (1) enter, inspect and examine any place or carriage in which an explosive is being possessed or transported, or in which he has reason to believe that an explosive has been or is being possessed or transported in contravention of the Indian Explosives Act, 1884 or the Explosives Rules, 1940;
- (2) search for explosives therein;
- (3) take samples of any explosives found therein on payment of the value thereof, if such payment is demanded at the time the samples are taken;
- and
- (4) seize, detain or remove any explosive found therein in respect of which he has reason to believe that any of the provisions of the Indian Explosives Act, 1884 or the Explosives Rules, 1940, have been contravened.

Officers	Areas
The Chief Inspector and Inspectors of Explosives.	All parts of India.
All District Magistrates.	Their respective jurisdiction
All Magistrates subordinate to the District Magistrate.	Their respective jurisdiction
The Commissioners of Police and all Police Officers of rank not below that of an Inspector.	The presidency town (including suburbs) over which their authority extends.
All Police Officers of rank not below that of Sub-Inspector.	The respective areas over which their authority extends
The Chief Inspector of Mines in India and Inspectors of Mines.	The respective areas over which their authority extends

Saving

143. Nothing in this Chapter shall be deemed to detract from the operation of—

- (a) the Indian Explosives Act, 1884
- (b) the Explosives Rules, 1940,
- (c) the Indian Arms Act, 1878, or
- (d) the Indian Arms Rules, 1951.

wherever applicable

Explosives**Table I****TABLE
EXPLO**

Class and name of Explosive	General Classification	W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing. (See also Rule 110)
		Smalls	Wagon-loads	B.G. M.G. N.G.		
1	2				3	
CLASS I.						
Gunpowder (Black powder, 180-B Country powder, Blasting powder, Propellent.)	AQ	A double package i.e., an inner and an outer package.
CLASS 2.						
Nitrate Mixture						
Nobelite . . . 180-B	AQ	Do.]
CLASS 3.						
Nitro Compounds.						
DIVISION 1.						
Ballistite . . . 180-B	AQ	(a) Sporting powder or propellents [marked with asterisk() in column 1].
Belex 1 . . . 180-B	AQ	
Belex 2 . . . 180-B	AQ	
Belex 3 . . . 180-B	AQ	A double package, i. e., an inner and an outer package.
Belex 4 . . . 180-B	AQ	
Belex 5 . . . 180-B	AQ	
Belex 1W . . . 180-B	AQ	(b) Other than sporting powders or propellents.
Belex 2W . . . 180-B	AQ	
Belex 3W . . . 180-B	AQ	

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SIVES**

**Explosives
Table I**

Exceptional or Additional Rules regarding Marking and Labeling. (See also Rules 111, 114 and 130 i)	Quantity that can be put in an		Exceptional or Additional Rules regarding carriage by Goods Train (See also Rules, 119, 120, 121 122 and 124)	Exceptional or Additional Rules regarding carriage in brakevan of Passenger, Mixed or Parcels Train. (See also Rule 125)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 and 132).
4	5		6	7	8
	Outer Package.	Inner Package.			
Sub-rule 1(3) of rule 111 does not apply.	45·35kg.	45 35kg.	Messrs. Imperial Chemical Industries have been permitted to tender gunpowder for carriage with ordinary goods, provided— (1) it is packed in approved metallic cases or cylinders; and (2) the quantity does not exceed 22·67 kg. in any one package and by any one train.	34·01 kg. in the aggregate by any one train in the rear brake-van provided— (1) no outer case or cylinder contains more than 11·33 kg.; and (2) the gunpowder is contained in tin canisters each containing not more than 0·45 kg. These tin canisters should be packed in a stout wooden case with a completely spark-proof outer cover of tin or zinc or in a metal case of cylinder complying in all respects with the general specifications given in Appendix I/3.	..
	22·67kg.	11·33 kg.			
..	22 67 kg.	22·67 kg.	..	..	..
The date of manufacture or issue from the factory, or such sign indicating such date as may be approved by the Chief Inspector of Explosives, should be marked on the outer package.	22·67kg.	22·67kg.	Messrs. Imperial Chemical Industries have been permitted to tender Nitro Compounds for carriage with ordinary goods, provided— (1) they are packed in approved metallic cases or cylinders;	(a) <i>Sporting powders or propellants marked with asterisk(*) in column 1].</i> 34·01 kg. in the aggregate by any one train in the rear brake-van provided—	..

Explosives

Table I

Class and name of Explosive	General Classification		W/- or C C weight conditions under which wagon-load rates apply		Remarks	Packing (See also Rule 110)
	Smalls	Wagon-loads	B.G.	M.G.		
1	2				3	
CLASS 3— <i>contd.</i>						
Nitro Compounds— <i>contd.</i>						
DIVISION 1.— <i>contd.</i>						
Belex 4W	180-B	.			AQ	(1) A double package, i.e., an inner and an outer package
Belex 5W	180-B	.			AQ	
Blasting Gelatine	180-B	.			AQ	
*Chilworth Smokeless Powder No 2.	180-B	.			AQ	(2) Either the outer or inner package shall be thoroughly water-proof, and no metal shall be used in the construction of the packages, except that nails made of brass, zinc or other soft metal or coated with the same may be used for securing the outer package, and wire stitching may be used for securing the inner package if the wire is effectively prevented from coming into contact with the explosive by means of a sheet of stout card-board or otherwise
*Cordite	180-B	.			AQ	
*Cordite A	180-B	.			AQ	
*Cordite AN	180-B	.			AQ	
*Cordite CD	180-B	.			AQ	
*Cordite MD	180-B	..			AQ	
*Cordite N	180-B	.			AQ	
*Cordite NP	180-B	.			AQ	
*Cordite NQ	180-B	.			AQ	
*Cordite NQP	180-B	.			AQ	
*Cordite WM	180-B	.			AQ	
Gelatine Dynamite,	180-B	.			AQ	
Plaster Gelatine						
Gelatine	180-B	.			AQ	
Gelatine (A)	180-B	.			AQ	
Gelatine Special	180-B	.			AQ	
Gelatine Special (A)	180-B	.			AQ	
Gelignite	180-B	.			AQ	
Gelignite (A)	180-B	.			AQ	
Geobel	180-B	.			AQ	
Geophex	180-B	.			AQ	
Glasgow Dynamite	180-B	.			AQ	
Glasgow Dynamite (A)	180-B	.			AQ	
Granulex	180-B	.			AQ	
*Improved Ballistite	180-B	.			AQ	
Nobel's Explosive No. 898	180-B	.			AQ	
*Nobel Glasgow Shotgun Powder.	180-B	.			AQ	
*Nobel Parabellum Powder.	180-B	.			AQ	
*Nobel Rimfire Powder	180-B	.	.	.	AQ	
Opencast Gelignite	180-B	.	..	..	AQ

For explanation of asterisk () see columns 3 and 7 at pages 22 and 23.

**Explosives
Table I**

Exceptional or Additional Rules, regarding Marking and Labelling. (See also Rules 111, 114 and 130·F)	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124)	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 125)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 and 132).
4	5	6	7	8

Outer Package. Inner Package.

- and
(2) the quantity does not exceed 22·67 kg. in any one package and by any one train.
- (1) no outer case or cylinder contains more than 11·33 kg. of powder or propellant; and
(2) the powder or propellant is contained in tin canisters each containing not more than 2·26 kg. These tin canisters should be packed in a stout wooden case with a completely spark proof outer cover of tin or zinc or in a metal case or cylinder complying in all respects with the general specifications given in Appendix I/3.
- (b) *Other than sporting powders or propellents.*
2·26 kg. in the aggregate by any one train in the rear brake-van, provided—
(1) the explosives are in the form of cartridges;
(2) no detonators are carried in the same carriage.

Explosives**Table I.**

Class and name of Explosive	General Classification.	W/- or C.C. weight conditions under which wagon-load rates apply				Remarks	Packing (See also Rule 110).
	Smalls	Wagon-loads	B G	M G	N G		
1	2					3	
CLASS 3 —concl'd.							
Nitro Compounds —cont'd							
DIVISION 1.—concl'd							
Polar Ammon Gelatine							
Dynamite	180-B						AQ
Polar Ajax 'S'	180-B						AQ
Polar Blasting Gelatine	180-B						AQ
Polar Ammon Gelignite	180-B						AQ
Polar Saxonite No 3 'S'	180-B						AQ
Polar Viking 'S'	180-B						AQ
Quarry Monobel	180-B						AQ
Rockite	180-B						AQ
Submarine Blasting Gelatine	180-B						AQ
Unifrax	180-B	170 B	75	60	30		AQ
Unigex	180 B						AQ
Unisax	180 B						AQ
DIVISION 2.							
Ammonal	180 B						AQ
Ammonal No 3	180 B						AQ
Blasting Abelite	180 B						AQ
Cyclotrimethylene—Tri nitramine, thoroughly purified	180 B						AQ
Di-Nitro-Phenol, Commercially pure	130 B						AQ
*E.C Sporting Powder	180 B						AQ
*Nobel Rifle Neonite	180 B						AQ
*Nobel Rim Neonite	180 B						AQ
Nobel's Explosive No. 704	180-B						AQ
Picric Powder	180-B						AQ
RDX-TNT	180-B						AQ
Schultze Gunpowder	180-B						AQ
Seismex	180-B						AQ
Seismex Primer	180-B						AQ
*Smokeless Diamond	180-B						AQ
Sunderite	180-B	170-B	75	60	30		
Tonite or Cotton Powder No. 1	180-B						AQ
Tonite or Cotton Powder No 2	180-B						AQ
Tonite No. 3	180-B						AQ
Tri-Nitro-Toluol, commercially pure	180-B						AQ

Explosives
Table I

Exceptional or Additional Rules, regarding Marking and Labelling. (See also Rules, 111, 114 and 130·1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 and 132).
4	5	6	7	8
	Outer Package.	Inner Package.		

The date of manufacture or issue from the factory, or such sign indicating such date as may be approved by the Chief Inspector of Explosives, should be marked on the outer package.

22·67 kg. 22·67 kg.

Messrs. Imperial Chemical Industries have been permitted to tender Nitro Compounds for carriage with ordinary goods, provided—

(1) they are packed in approved metallic cases or cylinders,

and

(2) the quantity does not exceed 22·67 kg. in any one package and by any one train.

(a) *Sporting powders or propellents [marked with asterisk (*) in column 1]*

34·01 kg. in the aggregate by any one train in the rear brake-van provided—

(1) no outer case or cylinder contains more than 11·33 kg. of powder or propellant;

and

(2) the powder or propellant is contained in tin canisters each containing not more than 2·26 kg.

Explosives**Table I.**

Class and name of Explosive.	General Classification.		W ¹ / ₂ or C.C. weight conditions under which wagon-load rates apply		Remarks.	Packing (See also Rule 110).
	Smalls.	Wagon-loads	B G	M.G. N.G.		
	1		2			3

CLASS 3.—contd.**DIVISION 2.—contd.**

Guncotton (so wetted with water as to be absolutely unflammable)	180-B	.	.	.	AQ	(1) When the quantity in any one consignment does not exceed 2.26 kg. a single outer package. When the quantity exceeds 2.26 kg. a double package. (2) The inner or outer package, or both of them, shall be of such nature and so closed as to prevent any material loss of moisture.
Picric Acid (Picric acid containing 33½ per cent. of water, calculated on the wet material, is non-explosive).	180-B	..	.	..	AQ	A double package, i.e., an inner and an outer package.

Explosives Table I

Exceptional or Additional Rules, regarding Marking and Labelling. (See also Rules 111, 114 & 130 1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules, 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 & 132).
4	5	6	7	8

Outer
Package. Inner
Package.

These tin canisters should be packed in a stout wooden case with a completely spark-proof outer cover of tin or zinc or in a metal case or cylinder complying in all respects with the general specifications given in Appendix 1/3.

(b) *Other than sporting powders or propellents—*

2·26 kg. in the aggregate by any one train in the rear brake-van, provided—

(1) the explosives are in the form of cartridges;

and

(2) no detonators are carried in the same carriage.

The date of manufacture or issue from the factory or such sign indicating such date as may be approved by the Chief Inspector of Explosives, should be marked on the outer package.

Unlimited Unlimited
Subject to the gross weight of the package and contents not exceeding 54·43 kg.

2·26 kg. in the aggregate by any one train in the rear brake-van, provided no detonators are carried in the same carriage.

do

do

do

do

Explosives

Table T

Class and name of Explosives.	General Classification.	W/- or C.C. weight conditions under which wagon-load rates apply.			Packing	Remarks. (See also Rule 110).
	Smalls.	Wagon-loads	B.G.	M.G.	N.G.	
1			2			3

CLASS 3.—concl'd.
DIVISION 2.—concl'd.

Penta-Erythritol-Tetra-nitrate. (P.E.T.N.)	180-B	AQ	<p>(1) Must be transported wet with not less than 33½ percent. water calculated on the wet weight (or 50 per cent. on dry weight of P.E.T.N.)</p> <p>(2) Wetted P. E. T. N. must be packed in a cloth or rubber bag, which should be placed in a water-tight card-board box or aluminium container, the maximum weight of the box or container being 9·97 kg.</p> <p>(3) The aluminium container or card-board box should be packed in a packing case lined with grooved paste-board. The cover of the packing case should be screwed on.</p> <p>(4) The maximum weight of the packing case should be within 34·92 kg.</p>
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CLASS 4.

Chlorate Mixture.

DIVISION 1.

(Not authorised for transport).

DIVISION 2.

(Not authorised for transport).

Explosives Table I

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 111, 114, and 130-1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train (See also Rules 119, 120 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 127, 128, 129, 131 and 132).
4	5	6	7	8

Outer Package. Inner Package.

The date of manufacture or issue from the factory, or such sign indicating such date as may be approved by the Chief Inspector of Explosives, should be marked on the outer package.	22.67 kg.	5.89 kg.	(1) The maximum quantity which may be transported in any one railway wagon is 612.34 kg. (2) Transported in powder vans only.	2.26 kg. in the aggregate by any one train in the rear brake-van, provided no detonators are carried in the same carriage.	..
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Explosives

Table I

Class and name of Explosive.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 110).
	Smalls.	Wagon-loads.	B.G.	M.G.	N. G.		
I				2			3

CLASS 5.

Fulminate.

DIVISION 1

(Not authorised for transport).

DIVISION 2.

(Not authorised for transport).

CLASS 6.

Ammunition.

DIVISION 1.

Nobel's safety electric fuzes.	180-B	AQ	(1) A single outer package, provided that bulletted cartridges of a calibre exceeding 1.27 cm. shall be packed in such a manner that the point of any bullet cannot come in contact with the cap of another cartridge. (2) Sub-rule 3 of Rule 110 does not apply.
*Percussion caps	180-B	..	.	..	AQ
Railway fog signals.	180-B	.	.	..	AQ
*Safety cartridges	180-B	.	.	..	AQ
Safety fuse	180-B	..	..	..	AQ

*These commodities also fall within the purview of the Indian Arms Act. For additional rules applicable, see Rule 49 of the I.R.C.A. Goods Tariff No. 30, Part I and Rule 241 of I.R.C.A. Coaching Tariff No. 17, Part I.

**Explosives
Table I**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules. 111, 114 and 130-1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules. 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brakevan of Passenger, Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129 131 and 132).
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4 . . . 5 . . . 6 . . . 7 . . . 8

Outer Package. Inner Package.

Clauses 1 (1), (3), (4) and 4 of Rule 111 do not apply to Safety fuze.	Unlimited; subject to the gross weight of the package not exceeding 54.43 kg.	No restriction on— (1) Loading in covered iron wagons; and (2) Maximum quantity carried in any vehicle.	May be carried by rear or front brake-van without restriction on quantity.	(1) Rules 131 1(1) and 132 1 (1), (2) and (3) do not apply (2) Regarding safety cartridges, see also Rule 126.
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Explosives**Table I**

Class and name of Explosive.	General Classification.	W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing (See also Rule 110).
	Wagon-Small loads.	B.G.	M.G.	N.G.		
1						3

DIVISION 2.

*Cartridges for small arms other than safety cartridges.	180—B	AQ	(a) <i>Explosives made up into cartridges or charges for cannon shells, torpedoes, mines, blasting or other like purposes. Shall be packed in such manner and in such quantity as is required for the same explosive when not so made up, provided that where a double packing is required, the enclosing case of such cartridges or charges may, if it satisfies the conditions required for an inner package, be deemed to be such inner package.</i>
Cordeau Bickford	180—B	..	..	..	AQ
Cordtex	180—B	..	..	..	AQ
Detonating fuze	180—B	..	..	..	AQ
Electric primers	180—B	..	..	..	AQ
Electric fuzes	180—B	..	..	..	AQ
Fuze Igniters	180—B	..	..	..	AQ
Instantaneous fuze	180—B	..	..	..	AQ
Nobel shaped charge	180—B	..	..	..	AQ
Plastic Igniter Cord	180—B	..	..	..	AQ
Quick match	180—B	AQ	(b) <i>Other ammunition of this division.</i> A single outer package.
Tubes for firing explosives	180—B	..	..	..	AQ

DIVISION 3

Cartridges for small arms which are not safety cartridges.	180—B	AQ	(1) When the quantity in any one consignment does not exceed 2.26kg. a single outer package. When the quantity exceeds 2.26kg. a double package.
Friction tubes	180—B	..	..	..	AQ
Percussion primers	180—B	..	..	..	AQ
Tubes for firing explosives (other than Detonators)	180—B	..	..	..	AQ
						(2) Bulleted cartridges of calibre exceeding 1.27cm. shall be packed in such a manner that the point of any bullet cannot come in contact with the cap of another cartridge.

*These commodities also fall within the purview of the Indian Arms Act. For additional rules applicable, see Rule 49 of the I.R.C.A. Goods Tariff No. 30-Part I and Rule 241 of I.R.C.A. Coaching Tariff No. 17 Part I.

**Explosives
Table I**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 111, 114 and 130-I.)	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129 131 and 132).
4	5	6	7	8
	Outer Package	Inner Package		
	(a) Maximum amount allowed for the same explosive when not so made up.	Messrs. Imperial Chemical Industries have been permitted to render Cordrex and Detonating fuze for carriage with ordinary goods, provided— (1) they are packed in approved metallic cases or cylinders; and (2) the quantity does not exceed 22.67 kg. in any one package and by any one train.	..	..
	(b) 45.35 kg.	..		
	22.67 kg.	Upto 10 in number, subject to a maximum of 0.90 kg.	..	No explosive of this division may be carried in the same train with any other explosive of any other class or division, unless it is separated there from by at least 3 carriages not containing other dangerous goods or articles or substances of combustible nature, so as to prevent any fire or explosion which may take place in one such explosive being communicated to the other.

Explosives

Table I

Class and name of Explosive.	General Classification.	W/-or C.C.weight conditions under which wagon-load rates apply.			Remarks.	Packing.
						(See also Rule 110).
	Small.	Wagon- loads.	B.G.	M.G.	N.G.	
		</				

DIVISION 3—contd.

Detonators	.. 180—B	AQ	<p>(a) Not exceeding 1,000 in any one package. (1) When the quantity in any one consignment does not exceed 2.26 kg. a single outer package.</p> <p>When the quantity exceeds 2.26 kg. a double package.</p> <p>(2) The detonators and the spaces between the same and between the sides of the inner package and the said detonators shall be filled with fine saw-dust or other similar material.</p> <p>A layer of felt, cotton wool or other soft yielding material shall be placed between both ends of all the detonators and the interior of the inner package in which the same are placed in such manner, and so secured, that both the ends of the detonators will rest upon the said felt or cotton wool or other material.</p> <p>Every inner package, if of metal, to be lined throughout with paper or other soft material.</p>
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**Explosives
Table I**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 111, 114 and 130 1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcel, Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 and 132).
4	5	6	7	8
Instead of weight to be shown, vide clause 1(4) of Rule 111, the number of detonators in each case should be shown thereon.	Outer Package (a) 1,000 in number.	Inner Package 100 in number	When loaded with ordinary goods traffic in the same vehicles, 20,000 in number in the aggregate by any one train, provided—	No. explosive of this division may be carried in the same train with any other explosive of any other class or division unless it is separated therefrom by at least 3 carriages not containing other dangerous goods or articles or substances of combustible nature, so as to prevent any fire or explosion which may take place in one such explosive being communicated to the other.
When, however, detonators are required to be carried in the brake-van, the weight of explosives must also be marked thereon.		(1) packed in metallic cases or cylinders complying in all respects with the general specifications given in Appendix I/3;	(1) the amount of explosives in the package or packages does not exceed in the aggregate 226.79 kg;	
		and		
		(2) no metallic case or cylinder shall contain more than 10,000 No. 6 Commercial detonators.	(2) a declaration is furnished by the consignor on the Forwarding Note, indicating clearly the weight of explosive in each package; and	
			(3) no other explosive is carried in the same carriage.	

Explosives**Table I**

Class and name of Explosive.	General Classification.	W/-or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 110).
		Wagon Smalls, loads. B.G. M.G. N.G.				
1		2				3

DIVISION 3.—*concl.*

Detonators.—(*concl.*)

(b) Exceeding 1,000 detonators in any one package.

(1) The detonators shall be packed in inner packages with saw-dust and cotton wool or other similar material, as described in item(a) (2)above.

Such inner packages shall be placed inside a substantial case of wood or metal, made and closed so as to prevent any of the inner packages escaping therefrom.

Such case shall be placed inside in outer package in such manner and so secured as to leave a clear space of not less than 7.62 cm. between the case and every part of the interior of the said outer package, notwithstanding that such clear space may, if preferred, be filled with saw-dust, straw or other similar material or may contain a light framework or battens of wood to keep the case aforesaid in position in the outer package.

(2) Where the number of detonators exceeds 5,000 the outer most package shall be provided with handles or other contrivance by means of which it can be safely and conveniently carried.

Explosives

Table I

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules, 111, 114 and 130.1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake- van of Passenger, Mixed or Parcel Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 and 132).
4	5	6	7	8
	Outer Package	Inner Package		
	(b) 10,000 in number	100 in number		

Explosives**Table 4**

Class and name of Explosive.	General Classification	W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing. (See also Rule 110)	
	Smalls.	Wagon-loads.	B.G.	M. G.			N.G.
I	2					3	
DIVISION 3—contd.							
Electric Detonators .	180-B	AQ	(1) When the quantity in any one consignment does not exceed 2·26 kg. a single outer package. When the quantity exceeds 2·26 kg. a double package. (2) Where the number in any outer package exceeds 3,000, such outer package shall be provided with handles or other contrivance by means of which, it can be safely and conveniently carried.
Nobel's Electric Delay Detonators.	180-B	..	..	..	..	AQ
Seismic Electric Detonators.	180-B	..	..	..	..	AQ
Short Delay Detonators .	180-B	..	..	..	..	AQ
Detonating Relays .	180-B	..	..	..	..	AQ
Electric Boosters .	180-B	AQ	(1) When the quantity in any one consignment does not exceed 2·26 kg. a single outer package. When the quantity exceeds 2·26 kg. a double package. (2) Each electric booster shall be coated with anti-rust mixture of lanoline and white spirit wrapped in a sheet of paper and then wrapped in cotton wool. The boosters and wrappings shall be packed in tins measuring 18·41 cm. x 18·41 cm. x 22·22 cm. twentyfive boosters to each tin, cotton wool packing being used to prevent any movement of

Explosives
Table I

Exceptional or Additional Rules regarding Marking and Labeling. (See also Rules III, 114 and 130-B)	Quantity that can be put in an		Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124)	Exceptional or Additional Rules regarding carriage in brake-van of passenger, Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 127, 128, 129, 131 and 132)
4	5	6	6	7	8
	Outer Package.	Inner Package.			
Instead of weight to be shown, <i>vide</i> clause I (4) of Rule III, the number of detonators in each case should be shown thereon.	5,000 in number	100 in number.	When loaded with ordinary goods traffic in the same vehicle, 20,000 in number in the aggregate by any one train, provided— (1) packed in metallic cases or cylinders complying in all respects with the general specifications given in Appendix I/3; and (2) no metallic case or cylinder shall contain more than 10,000 No. 6 Commercial detonators.	200 in number in the aggregate by any one train in the rear brake-van, provided— (1) the amount of explosives in the package or packages does not exceed in the aggregate 226.79 kg.; (2) a declaration is furnished by the consignor on the Forwarding Note, indicating clearly the weight of explosives in each package; and (3) no other explosive is carried in the same carriage.	No explosive of this division may be carried in the same train with any other explosive of any other class or division, unless it is separated therefrom by at least 3 carriages not containing other dangerous goods or articles or substances of combustible nature, so as to prevent any fire or explosion which may take place in one such explosive being communicated to the other.
Electric boosters must be marked—	Upto 50 in number	Upto 25 in number	..	..	do.
Ends : "50 Electric boosters Class 6, Division 3."	subject to a maximum of 10.88 kg.	subject to a maximum of 5.44 kg.			
Sides : "Nobel Stamp. Manufactured in Great Britain."					
Lids : "10.88 kg. weight of explosives."					
"Not to be stored or transported with other explosives."					

Explosives**Table I**

Class and name of explosive.	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply.		Remarks.	Packing. (See also Rule 110)
	Smalls.	Wagon-loads.	B. G.	M. G. N. G.		
1					2	3

DIVISION 3.—concl'd.

Electric Boosters.—concl'd.

boosters. The tins shall be fitted with air-tight lids and labelled as indicated in column 4.

Two such tins may be placed in a wooden case measuring 22·86 cm. × 26·03 cm. × 40·64 cm. and packed with wood shavings.

CLASS 7.**Fireworks****DIVISION 1.**

(Not authorised for transport).

DIVISION 2.

Amorces (Paper caps for 180-B AQ
toy pistols).

(1) Amorces shall be packed in approved closed boxes of card-board of not less than 0·33 mm. thickness. The boxes shall be of round shape and not less than 2·54 cm. in diameter and 1·27 cm in height and shall contain not more than 30 amorces in each. A round corrugated card-board sheet shall be placed in each box before amorces are packed in it.

Twelve round card-board boxes shall be wrapped up in paper and made into dozen-packets. Twelve such dozen-packets shall then be packed in strong card-board boxes making gross-packets.

Explosives
Table I

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 111, 114 and 130-1).	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Trains (See also Rules 119, 120, 121, 122 and 124).	Exceptional or additional Rules regarding carriage in brakevan of Passenger, Mixed or Parcel Trains. (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 127, 128, 129, 131 and 132).
	5	6	7	8
	Outer Package.	Inner Package		

As indicated in Item (1) in column 3.

(1) No restriction on loading in covered wagons including iron floored wagons.

(2) When loaded with ordinary goods traffic in the same vehicle, one case in the aggregate by any one train, which must be packed as prescribed in item (1) of column 3 and the gross weight of which shall not exceed 31.75 kg.

0.45 kg. in the aggregate by any one train in the rear or front brake-van, provided packed in hermetically sealed metal containers with substantial wooden cases.

No explosive of this division may be carried in the same train with any other explosive of any other class or division, unless it is separated there from by at least 3 wagons not containing other dangerous goods or articles or substances of combustible nature, so as to prevent any fire or explosion which may take place in one such explosive being communicated to the other.

Explosives**Table I**

Class and name of Explosive	General Classification.	W ^t -or C. C. weight conditions under which wagon-load rates apply			Remarks	Packing. (See also Rule 110).
		Smalls.	Wagon-loads	B.G. M.G. N.G.		
I				2		3

DIVISION 2.—contd

Amorces (Paper caps for toy pistols) —*concl'd.*

The gross-packets not exceeding 50 in number shall be packed in hermetically sealed metal containers which shall finally be packed in strong wooden cases bound with hoop iron

The gross weight of each wooden case shall not exceed 31.75 kg.

(2) Amorces must not be packed with any other fireworks.

(3) Sub rule 3 of Rule 110 does not apply.

Aluminium Torches	180-B	..	..	..	..	AQ
A.R.P. Practice Incendiary Bombs	180-B	..	..	..	..	AQ
Carcass Composition	180-B	..	..	..	..	AQ
Chinese Crackers	180-B	..	..	..	..	AQ
Christmas or Bon-Bon Crackers	120-B	..	..	..	..	AQ
Crackers (other than Chinese Crackers)	180-B	..	..	..	..	AQ
Distress Signal Rockets	180-B	..	..	..	..	AQ
Electric and other Sparklers.	180-B	..	..	..	..	AQ
Flower pots or Fountains	180-B	..	..	..	..	AQ
Lances	180-B	..	..	..	..	AQ
Magic pebbles	180-B	..	..	..	..	AQ
Magnesium Torches	180-B	..	..	..	..	AQ

(1) Single outer package.

(2) Sub rule 3 of rule 110 does not apply.

**Explosives
Table I**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 111, 114 and 130.1)	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train (See also Rules 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake- van of Passenger, Mixed or Parcels Train (See also Rule 125).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 127, 128, 129, 131 and 132).
4	5	6	7	8

Outer
Package Inner
Package

..	45.35 kg.	..	(1) No. restriction on loading in covered iron wagons or maximum quantity carried in any vehicle. (2) When loaded with ordinary goods traffic in the same vehicles, 907.18 kg. in the aggregate by any one train provided packed in tin, zinc.	9.07 kg. in the aggregate by any one train in the rear or front brake-van, provided packed in tin, zinc or aluminium cases hermetically sealed, or with lining effectively soldered, in substantial outer wooden cases.	No explosive of this division may be carried in the same train with any other explosive of any other class or division unless it is separated therefrom by at least 3 wagons not containing other dangerous goods or articles or substances of
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Explosives

Table 1

Class and name of Explosive.	General Classification		W/- or C. C. weight conditions under which wagon load rates apply			Remarks.	Packing. (See also Rule 110).
	Smalls	Wagon-loads	B.G.	M.G.	N. G.		
1	2					3	
DIVISION 2.—concl'd.							
Maroons	180-B	AQ	}
Miner's Portfires . . .	180-B	..	..	..	..	AQ
Pharaoh's, Serpents or Cobra Eggs . . .	180-B	..	..	..	..	AQ
Practice A.R.P. Bombs .	180-B	..	..	..	..	AQ
Pyrotechnic Matches }	180-B	..	..	..	..	AQ
(Matchsticks having affixed thereto a fireworks composition, but without match heads attached to them. The box in which they are packed shall have no striking composition on them).							
Rockets	180-B	..	..	..	..	AQ
Roman Candles . . .	180-B	..	..	..	..	AQ
Serpents	180-B	..	..	..	..	AQ
Shells	180-B	..	..	..	..	AQ
Socket distress signals .	180-B	..	..	..	..	AQ
Socket light signals .	180-B	..	..	..	..	AQ
Socket sound signals .	180-B	..	..	..	..	AQ
Squibs	180-B	..	..	..	..	AQ
Very signal cartridges .	180-B	..	..	..	..	AQ
Wheels	180-B	..	..	..	..	AQ
Wonder candles . . .	180-B	..	..	..	..	AQ

Explosives
Table I

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 111, 114 and 130.1)	Quantity that can be put in an	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 119, 120, 121, 122 and 124).	Exceptional or Additional Rules regarding carriage in brake- van of Passenger Mixed or Parcels Train. (See also Rule 125).	Exceptional or Additional Stowage and Car- riage Rules. (See also Rules 127, 128, 129, 131 and 132.
4	5	6	7	8

Outer
Package Inner
Package

or aluminium
cases hermeti-
cally sealed, or
with lining
effectively sol-
dored, in sub-
stantial outer
wooden cases,
and provided
no outer case
shall contain
more than
45.35 kg of
fireworks.

combustible na-
ture; so as to
prevent any fire
or explosion
which may take
place in one
such explosive
being communi-
cated to the
other.

Appendix 1/1.**[Rule 105.1(1).]****APPENDIX 1/1****FORM H****Form of Pass**

[See Rule 31(2) and condition 2(iii) of licence Form G of the Explosives Rules, 1940]

Pass granted by the holder of Transport Licence (Explosives) No. for the transport of a consignment of explosives.

No.

This pass coverspackages containing (description of explosives and weight) while in transit from to
Name of consignee

No. and Form of consignee's licence
to possess explosives and the quantity which the consignee is entitled to possess.

*Date of despatch of consignment.

*Approximate date on which consignment should reach its destination.

(Signed)

Holder of Transport Licence No.

NOTE.—Licence Form G of the Explosives Rules, 1940, is not reproduced in this Tariff.

NOTES.—

- (1) This pass (in duplicate) must accompany all consignments of explosives when tendered to the railway for despatch.
- (2) One copy of the pass shall be attached to the way-bill or invoice, as the case may be, and the other pasted at the back of the record foil of the way-bill or invoice, for record at the forwarding station.
- (3) Columns* will be filled by the officer-in-charge of the forwarding station.

Appendix 1/2.**[Rule 107.1(2)]****APPENDIX 1/2****FORM A****Test Certificate**

(As prescribed vide Rules 21 and 33 of the Explosives Rules, 1940).

Certified that samples of the explosive of the description given below have been tested and have passed the test set forth in Schedule III of the Explosives Rules, 1940, as applicable to such explosive and that in the case of explosives of the 1st Division of the 3rd (Nitro-Compound) class there are no signs of liquefaction or of exuded nitro-glycerine.

Name and address Importer.*	Description of explosive	Number of packages	Date of manufacture or sign, referred to in column 4 of Table I of Red Tariff.	Remarks
Consignor.				

2. This certificate is valid upto day of 196
..... Station.

Dated the day of 196 .

Signature and Designation of Issuing Officer.

Stamp of the Office of Issue.

*Name of importer in the case of import, and of the consignee in the case of transport.

Appendix I/3
(Note to Rule 124).

APPENDIX I/3.

General Specifications of Approved Metallic Cases or Cylinders for the Conveyance of Explosives.

Body.—Of wrought iron, mild steel, hard rolled brass Muntz metal, or zinc, riveted or lap-welded fitted at both ends with a substantial flange of same materials, or of gunmetal for the attachment of lid and bottom: if of iron or steel to be thoroughly galvanised after making up or to be effectively painted.

Thickness not less than 18 Birmingham Gauge = 1.25 mm. or if of zinc not less than 9.52 mm.

Bottom.—Of same materials or gunmetal; if of iron or steel to be thoroughly galvanised; securely riveted to flange of body or forming part of such flange.

Thickness not less than 3.17 mm. or if of zinc, not less than 9.52 mm.

Lid.—Of same materials or gunmetal; if of iron or steel to be thoroughly galvanised.

Thickness not less than 1.58 mm. at centre, and not less than 3.17 mm. at rim or if of zinc, not less than 9.52 mm throughout.

Fastening.—The lid to be secured by not less than four good screws, bolts or swing bolts, with or without a substantial hinge, which may take the place of one of the four screws, bolts or swing bolts.

Washer.—A washer of leather, India rubber, or other suitable material, to be between the lid and the flange; unless the lid is fitted with a projecting ring fitting into a depression in the flange.

All rivet heads to be well finished, and the inside of the package to be free from rough edges or burrs.

The whole to be of good material and workmanship and to be maintained in the efficient condition

APPENDIX I/4

Appendix I/4
(Rule 134.1)

S. No.
Station.
Division/District.
Railway.
Date.

COMMERCIAL DEPARTMENT

Notice of Despatch of Consignments of Explosives.

To

.....

.....

.....

consigned under RR/PWB No dated
by to booked to
..... station, *via* have been
despatched from here on in wagon No. sealed
to by train No.

The through invoice/way-bill pertaining to this consignment, (together with consignor's declaration giving name and full address of the intended consignee), is enclosed.

2. Please advise consignee/intended consignee† to be ready to take delivery immediately on arrival of the consignment.

3. Invoiced freight To Pay/Paid † Rs. nP

Goods Clerk/Station Master.

Station.

*Here state description of goods.

†Strike out what does not apply.

Note.—The portion appearing in brackets to be retained only, when the consignment is booked to self.

Appendix I/5
(Rule 134.1)

APPENDIX I/5.

POST CARD

S. No.
Station
Division/District
Railway
Date

COMMERCIAL DEPARTMENT

Advance Notice of Arrival of Consignments of Explosives

To

Dear Sir/Madam,

.....
.....
.....
..... have been consigned to you
from station by
..... under Railway Receipt No.
dated

2. Will you please arrange to take immediate delivery on arrival of the consignment on production of the Railway Receipt.

3. Invoiced freight To Pay/Paid† Rs. nP

Yours faithfully,

.....
Goods Clerk/Station Master.

*Here state description of goods.

†Strike out what does not apply.

Appendix I/6
(Rule 107.1(4))

APPENDIX I/6.

Declaration to be given by the consignor in case of explosives booked to "Self".

I/We declare that*
tendered by me/us for despatch from station to station
is/are intended to be taken delivery of by Messrs/Shri †
who is/are entitled to receive the consignment under the Explosives Rules.
Station

Date

Signature of Consignor.

Address

(To be entered by booking station)

The declaration relates to consignment booked under Inv./PWB No.
dated 196

Date

Signature of Booking Clerk.

NOTE.—The declaration should be sent by post with the through invoice/way-bill by the booking station to the destination station.

*Here give description of goods.

†Here give name and full address.

Appendix I/7.(Rule 135.2)**APPENDIX I/7.****Notice to be served on the Consignor/Consignee/Intended Consignee.**

S. No.

Station

Division/District

Railway

Date

To

.....

.....

.....

Dear Sir/Madam,

Sub: Inv./PWB No. Dated

from to

I hereby give you notice that the above consignment/parcel of which you are the consignee/consignor is lying undelivered at destination. Please note that if delivery is not effected within seven days from the receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act, 9 of 1890 without any further reference being made to you.

In the event of sale, if the amount due to the Railway on account of freight, demurrage, wharfage, etc., is not covered by the sale proceeds, I shall look to you to make good the balance.

Details of charge due—

1. Freight Rs.
2. Demurrage Rs.
3. Unloading charges Rs.
4. Wharfage at the rate of Rs.
per 50 kg. per day from
until removal of the consignment.

Yours faithfully,

**Gases, Compressed, Liquefied
or Dissolved under pressure
201—203**

CHAPTER II

GASES, COMPRESSED, LIQUEFIED OR DISSOLVED UNDER PRESSURE

Dangerous goods under Indian Railways Act.

201. Gases, compressed, liquefied or dissolved under pressure, specified in Table II, shall be deemed to be dangerous goods.

General restrictions on conveyance of compressed liquefied or dissolved gases.

202.1. *Compressed liquefied or dissolved gases to be accepted only under the Rules laid down*—A Railway Administration shall accept only the compressed, liquefied or dissolved gases specified in Table II for conveyance by rail, subject to the Rules and in accordance with the conditions set forth in this chapter.

2. *Railway's right to refuse to convey*.—Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular compressed, liquefied or dissolved gas specified in Table II.

After the issue of such a notice, no such compressed, liquefied or dissolved gas shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

3. *Restrictions on Railways*.—(1) On the following railways, compressed, liquefied or dissolved gases may be carried only under special arrangements:—

Ahmadpur Katwa.

Arrah Sasaram Light.

Bankura Damodar River.

Bukhtiarpur Bhhar Light.

Burdwan Katwa.

Futwah Islampur Light.

Howrah Amta Light.

Howrah Sheakhala Light.

Rupsa-Talband Section.

(South Eastern Railway).

Shahdara (Delhi) Saharanpur Light.

(2) **Bombay Port Trust Railway**.—Compressed, liquefied or dissolved gases in full wagon-loads are dealt with at Haji Bunder and Stores Depot stations only.

(3) **India General Navigation and Railway Co. Ltd., and Rivers Steam Navigation Co., Ltd.**.—Compressed, liquefied or dissolved gases are accepted at owner's risk only.

(4) Compressed, liquefied or dissolved gases are not accepted for booking over the following Sections of the Eastern and Western Railways:—

Eastern Railway

Krishnagar City-Nabadwip Ghat.

Santipur-Nabadwip Ghat.

Western Railway

Bhavnagar-Mahuva

Joravarnagar-Sayla.

Morvi-Amran Road.

Morvi-Ghantila.

Morvi-Tankara.

Notice of despatch to be given by sender.

203.1. *Notice of despatch compulsory*.—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of compressed, liquefied or dissolved gases shall be forwarded to the railway for despatch or

**Cases, Compressed, Liquefied
or Dissolved under pressure
203-206**

accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. *Particulars to be given in the notice.*—The notice required under sub-rule 1 shall be addressed to the Officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station, unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

- (1) the true name and description of the gas and the number and weight of cylinders or containers in the consignment;
- (2) the name and address of the consignor;
- (3) the name and address of the consignee;
- (4) a declaration that the gases have been "packed and marked in accordance with the Rules laid down in the Red Tariff", i.e. Rules 207 and 208.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule.

- (2) When the Officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice board and such notice shall be deemed as proper intimation to the consignor under this Rule.

Certificates, Forwarding Note, etc., to be obtained by railway staff.

204.1. *Documents required.*—It is incumbent on the railway staff in the case of every consignment of compressed, liquefied or dissolved gases, mentioned in Table II, to obtain from the consignor a Forwarding Note, complete in all respects, in the form specially prescribed (for form see Annexure A).

The rotation number of each and every cylinder or container constituting the consignment, which is stamped on the neck of the cylinder or on the container, must be entered by the sender on the Forwarding Note.

2. *Remarks on invoice or way-bill.*—Invoices or way-bills issued for consignments of compressed, liquefied or dissolved gases must have endorsed thereon the rotation numbers of the cylinders or containers as given in the Forwarding Note.

Prohibitions in acceptance.

205.1. *Mixed consignments prohibited.*—Compressed, liquefied or dissolved gases must not be accepted as forming a part of a consignment with other goods, but must be tendered under a separate Forwarding Note and be booked as a separate consignment.

Gases which cannot be loaded together must also be tendered under separate Forwarding Notes and be booked as separate consignments.

2. *Gases in tank wagons involving break-of-gauge transshipment not normally accepted.*—Gases when carried in tank wagons will not be accepted for conveyance by rail between any two stations involving break-of-gauge transshipment, except under special arrangements.

Gases to be accepted by authorised railway servant and at specified place and time.

206. Consignments of compressed, liquefied or dissolved gases intended to be transported by rail shall be received only—

- (1) by a duly authorised railway servant;

and

- (2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

**Gases, Compressed, Liquefied
or Dissolved under pressure**

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Packing.

207.1. Gases to be transported only when packed in prescribed manner.—No gas, compressed, liquefied or dissolved, shall be tentiered for transport or be transported unless it is packed in the manner laid down, as may be applicable, in—

(1) the Gas Cylinder Rules, 1940,

or

(2) the Notification No. M-1288(1), dated 9th January, 1939, issued by the late Department of Labour, Government of India,

or

(3) the special conditions for containers other than gas cylinders conforming to the specifications prescribed in the Gas Cylinder Rules, 1940, as approved by the Chief Inspector of Explosives.

Liquid air, liquid oxygen and liquid nitrogen shall only be transported when packed in the manner laid down in column 5 of Table II.

2. Protection of valves during transit.—Except as otherwise provided in column 5 of Table II, the valves of cylinders or containers shall be protected against damage either by the design of the cylinder or container or by the provision of a stout metal cap or metal cover securely attached to the body of the cylinder or container.

The metal cap or cover shall be so made that it is nowhere in actual contact with any part of the valve or valve body.

Except as otherwise provided in column 5 of Table II, every cap or cover shall be provided with a vent of such size as to prevent gas pressure inside the cap or cover.

Cylinders or containers packed in stout crates which will adequately protect the valves need not be provided with cap or cover.

3. Cylinders or containers in crates.—Cylinders or containers may be packed in a strong crate or box, provided that if more than one cylinder or container are packed in the crate or box, they shall be packed closely in the crate or box and the gross weight of the crate or box and contents shall not exceed 127 kg.

Marking and labelling of cylinders or containers by consignors.

208.1. Identification colours of cylinders or containers.—Gas cylinders or containers shall be painted with the appropriate identification colours specified in Appendix II/1.

2. Tag-label and particulars to be given thereon.—Every cylinder or container shall be properly labelled with a strong eyeletted tag-label which must be affixed by wire and on which the following particulars should be given in bold letters:—

- (1) the name and address of the consignor;
- (2) the name and address of the consignee;
- (3) the true name of the gas;

and

- (4) a warning in the following terms:—

"WARNING

- (a) Do not change the colour of this cylinder (or container).
- (b) This cylinder (or container) may not be filled with any gas other than the one it now contains.
- (c) This cylinder (or container) should be kept cool. It should not be placed near a stove or other source of heat, nor be exposed to the sun.

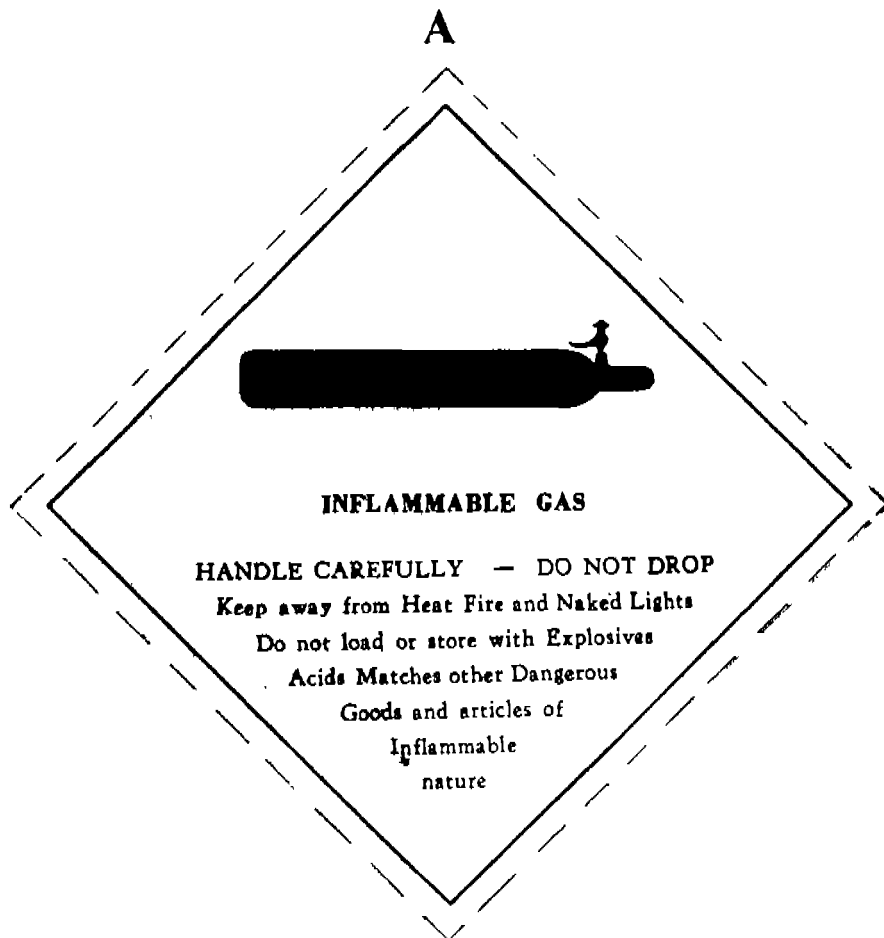
**Gases, Compressed, Liquefied
or Dissolved under pressure**

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(d) No inflammable material should be stored in the immediate vicinity of this cylinder (or container) or in the same room in which it is kept.

(e) No oil or similar lubricant should be used on the valves or other fittings of this cylinder (or container)".

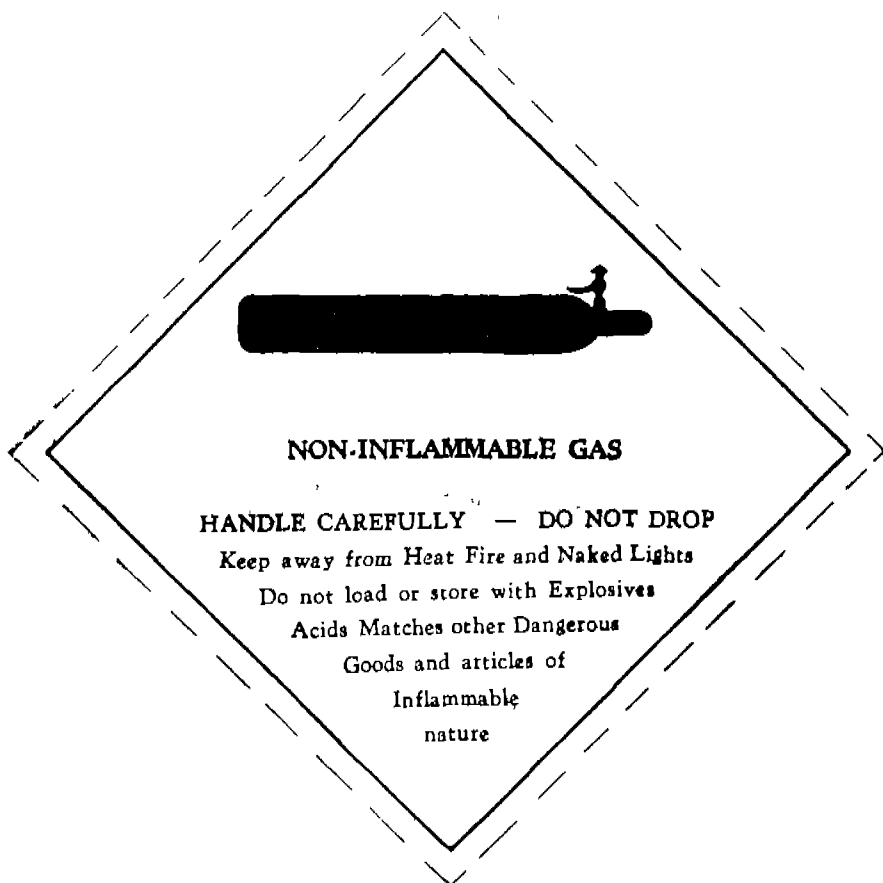
3. *Pictorial label.*—In addition to the labelling specified in sub-rule 2, every cylinder or container shall bear the appropriate pictorial label shown below, indicating the main characteristic of the gas:—



- Note.—(1) Background .. White.
Symbol and Lettering .. Black.
- (2) Minimum dimensions .. 10.16 cm. x 10.16 cm.
Bigger labels may be used depending on the size of the packages.
- (3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.
- (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

**Gases, Compressed, Liquefied
or Dissolved under pressure**

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B

- Note.—(1) Background .. White.
 Symbol and Lettering .. Black.
 (2) Minimum dimensions .. 10·16 cm. x 10·16 cm.
 Bigger labels may be used depending on the size of the packages.
 (3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.
 (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

Gases, Compressed, Liquefied
or Dissolved under pressure

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C



- Note.**—(1) Background .. White.
Symbol and Lettering .. Black.
- (2) Minimum dimensions .. 10·16 cm. x 10·16 cm.
Bigger labels may be used depending on the size of the packages.
- (3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.
- (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

**Gases, Compressed, Liquefied
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The particular pictorial label to be affixed on a cylinder or container is indicated in column 4 of Table II.

4. *Empty cylinders or containers.*—When a gas cylinder or container is handed over to the Railway Administration for despatch as an empty cylinder or container, it shall be so declared on the Forwarding Note and also labelled "EMPTY".

Marking by Railway

209.1. Every cylinder or container containing compressed, liquefied or dissolved gas shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

A space measuring about 15.24 cm. x 10.16 cm. in the centre of the cylinder or container should be painted white by the consignor to enable railway marks being legibly put thereon.

Alternatively, consignors should provide a piece of cloth or gunny firmly sewn around the cylinder or container for this purpose.

2. When, however, a consignment of gases, compressed, liquefied or dissolved, is tendered for despatch as a wagon-load consignment for a destination not involving break-of-gauge transshipment, only 10 per cent of the cylinders or containers constituting the consignment need be marked with railway marks.

Handling to be done by consignors and consignees

210. Unless it be otherwise notified by the Railway Administration, consignors and consignees have to do the loading and unloading of gas cylinders or containers in wagon-loads.

When the traffic is booked in smalls and in all cases of handling en-route, the Railway Administration concerned will do the loading and unloading.

Transshipment of traffic in tank wagons, however, will be done by consignors and consignees

Storage

211. It shall be the duty of every Officer-in-charge of a station to cause every cylinder or container of compressed, liquefied or dissolved gas which is proposed to be despatched by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored in a well ventilated enclosed shed or an open shed, i.e., a shed roofed over for weather protection but not having enclosing walls.

Wherever such storage accommodation is not available, the cylinders or containers may be stored in a covered iron wagon, and if this is also not possible, they may be kept in an open space completely covered with tarpaulins or other suitable material.

While storing gas cylinders or containers, all precautions laid down in Rule 212 must be observed.

Precautions to be observed in handling and storing gas cylinders or containers.

212.1. *Time of loading and unloading.*—All operations connected with the loading, unloading and handling of gas cylinders or containers shall be conducted between sunrise and sunset only, except that consignments sent in brake-vans of passenger, mixed or parcels trains and by tranship or road van trains may be handled at any hour, all due precautions being taken to prevent accidents.

2. *Handling of gas cylinders or containers.*—(1) Gas cylinders or containers must not be thrown, dropped down or dragged along the ground or floor and care must be exercised to avoid striking them against any hard object.

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(2) When loading and unloading heavy cylinders or containers, cushions of a suitable type, thick coir-matting, felt, bags filled with saw-dust, or similar protection, should be used to avoid damage to the cylinders or containers.

(3) Whenever practicable, gas cylinders or containers should be carried or conveyed on trolleys or hand-barrows.

(4) Adequate precautions shall be taken to prevent the cylinders or containers falling off the vehicle and being subjected to rough usage, excessive shocks or local stress.

(5) No lifting magnet shall be used in loading or unloading cylinders or containers. When any lifting operation is carried on by means of a crane, a properly designed cradle with chain slings shall be used.

3. Prohibition of smoking, fires, lights and dangerous substances.—(1) No person shall smoke or take or have any fire, naked light, matches or other articles of inflammable nature or empties which have contained petroleum or other inflammable liquids, or any agency which produces heat or sparks, near any vehicle containing gases, compressed, liquefied or dissolved, or near any place where such goods are stored or are being loaded, unloaded or handled.

(2) Gases, compressed, liquefied or dissolved, shall not be stored or handled with or near explosives and other dangerous goods.

4. Protection from sun, rain and snow.—Gas cylinders or containers shall not be exposed to sun, rain or snow, nor kept on damp ground.

They should be protected with tarpaulins or other suitable material, whenever required.

5. Special precautions in dealing with ammonia (anhydrous) and chlorine.—Special precautions to be taken in the event of leakage of ammonia (anhydrous) and chlorine are given in Appendix II/2.

Gas cylinders or containers to be normally transported by goods trains

213. Except as provided in Rules 214 and 218, gas cylinders or containers shall not be transported by any train other than a goods train.

Gas cylinders or containers in wagons permitted to be transported by mixed or parcels trains when goods trains are not running.

214. Gas cylinders or containers may be transported in wagons by a mixed or parcels train, on any line or section on which goods trains are not running, subject to the condition that immediately on entering any section on which goods trains are running, the wagons containing gas cylinders or containers shall be detached from the mixed or parcel train.

Type of wagons to be used for loading gas cylinders or containers

215. Except as otherwise provided in column 7 of Table II, gas cylinders or containers will be carried in covered iron wagons.

NOTE.—End opening carriages or wagons shall not be used.

Quantities to be loaded or handled

216.1. Maximum quantity allowed in wagons.—Except as otherwise provided in Rule 217 and column 7 of Table II, there is no restriction as to the number of gas cylinders or containers which may be loaded in a wagon.

2. Maximum number of wagons to be dealt with.—There is no restriction on the number of wagons containing gas cylinders or containers which may be loaded or unloaded at any one time at a railway station.

Gases, Compressed, Liquefied
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Carriage of gas cylinders or containers with ordinary goods in wagons

217. Subject to the loading restrictions contained in Rules 219 and 220 being observed, gas cylinders or containers may be carried with ordinary goods in the same wagon, provided that—

- (1) the wagon does not contain any articles or substances of combustible nature;
- (2) not more than 15 cylinders or containers are carried in any one wagon at any one time;

and

- (3) the cylinders or containers are well separated from the other goods in the wagon.

Carriage of gas cylinders or containers in brake-van of passenger, mixed or parcels trains.

218. Subject to the loading restrictions contained in Rules 219 and 220 being observed, and except as otherwise provided in column 8 of Table II, gas cylinders or containers may be carried in the rear brake-van of a passenger, mixed or parcels train, provided that—

- (1) not more than 15 cylinders or containers are carried in the brake-van at any one time;

and

- (2) the cylinders or containers are well separated from the other goods in the brake-van.

Gases which must be kept separate

219. Gases which must not be transported together in the same carriage are specifically indicated in column 9 of Table II.

Such gases must not also be stored or handled together.

Carriage of gases with explosives and other dangerous goods prohibited.

220. Except as otherwise provided in column 9 of Table II, gas cylinders or containers shall not be conveyed in the same carriage with any matches or fuzes or appliances for producing ignition, or any explosives or other dangerous goods or empties which have contained petroleum and other inflammable liquids.

Stowing in wagons.

221.1. *Prevention from rolling or shifting in transit.*—In loading gas cylinders or containers, it should be ensured that the cylinders or containers do not roll or shift about.

Suitable wooden carrier brackets, lathing or similar supports, which should be supplied by the consignor, should be used, if required, to prevent gas cylinders or containers from rolling or shifting in transit.

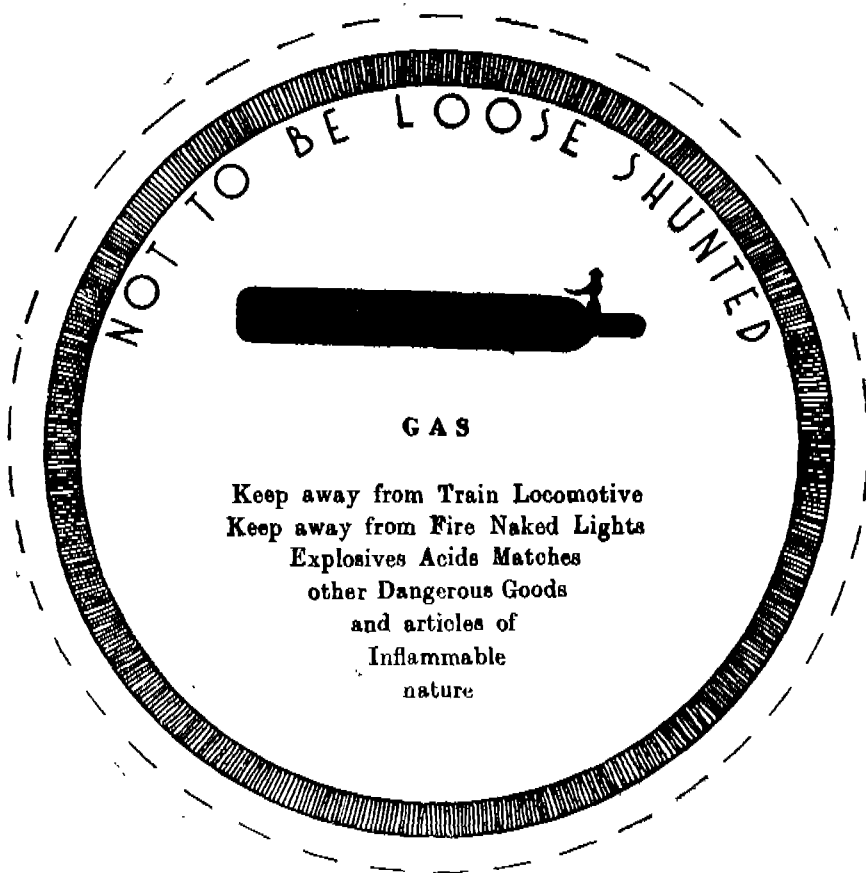
2. *Projection beyond sides or ends of vehicles prohibited.*—Gas cylinders or containers shall be so loaded as not to project beyond the sides or the ends of the vehicle during transport.

Gases, Compressed, Liquefied
or Dissolved under pressure

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Labelling, sealing and locking of wagons.

222.1. "*Dangerous*" label to be affixed on wagon.—A "dangerous" label as shown below shall be affixed to both sides of every wagon in which gas cylinders or containers are stored for despatch or delivery or while in transit.



Note.—(1) Background .. White
Symbol and Lettering .. Black
(2) Dimensions .. 3m. radius.

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol and the lower for the rest of the text, as indicated above.

**Gases, Compressed, Liquefied
or Dissolved under pressure.**

222—224

Except on road vans or tranship or road van trains on which labels may be pasted on the sides of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when gas cylinders or containers are transported along with ordinary goods, irrespective of the number of gas cylinders or containers loaded in such wagons.

Such labels need not, however, be used when gas cylinders or containers are conveyed by passenger, mixed or parcels trains in brake-vans.

2. *Private labels.*—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

3. *Lead seals to be used.*—Lead seals only should be used for sealing of wagons containing gas cylinders or containers.

4. *Riveting or E. P. locking not allowed.*—Riveting or E. P. locking of wagons containing gas cylinders or containers is prohibited.

Shunting.

223.1. *Precautions to be observed during shunting operations.*—Shunting of wagons containing gases, compressed, liquefied or dissolved, shall not be carried out except under the superintendence of a duly authorised officer who shall ensure that during shunting operations—

- (1) wagons containing gases, compressed, liquefied or dissolved, are separated from the locomotive by not less than two carriages not containing explosives or other dangerous goods or articles of inflammable nature, irrespective of the type of locomotive used;
- (2) the speed of all movements does not exceed 8 km. an hour.
- (3) no rough, hump, fly or loose shunting takes place.

2. *Exemption on certain sections.*—On the following sections, only one carriage not containing explosives or other dangerous goods or articles of inflammable nature, need intervene between the wagons containing gases, compressed, liquefied or dissolved, and the locomotive:—

Southern Railway:

Nilgiri.

Peralam—Karaikkal.

Western Railway:

Bhavnagar—Mahuva.

Joravarnagar—Sayla.

Morvi—Amran Road.

Morvi—Ghantila.

Morvi—Tankara.

Marshalling.

224.1. *Precautions to be observed during marshalling.*—(1) Except as otherwise provided in column 9 of Table II, there is no restriction on the number of wagons containing gases, compressed, liquefied or dissolved, which may at any one time be attached to or be transported by any one train.

(2) Wagons containing gases, compressed, liquefied or dissolved, which may be grouped together should be placed as far away as practicable from the train locomotive.

(3) Wagons containing gases, compressed, liquefied or dissolved, shall be separated by not less than two carriages not containing explosives or other dangerous goods or articles of inflammable nature from—

- (a) the train locomotive, irrespective of the type of locomotive used;
- (b) the passenger carriages or the brake-van;

**Gases, Compressed, Liquefied
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224—225

- (c) any other carriages containing dangerous goods or articles of inflammable nature, except that the number of such intervening carriages shall not be less than three when these other carriages contain explosives or petroleum and other inflammable liquids, Class A.
- (4) Wagons containing gases, compressed, liquefied or dissolved, shall be close-coupled to the adjoining carriages and to each other.

2. *Exemptions on certain sections.*—(1) On the following sections, only one carriage not containing explosives or other dangerous goods or articles of inflammable nature, need intervene between the wagons containing gases, compressed, liquefied or dissolved, and the locomotive or the passenger carriages or the brake-van or any other carriages containing explosives or other dangerous goods or articles of inflammable nature:—

Southern Railway:

Nilgiri.

Peralam—Karaikkal.

Western Railway:

Bhavnagar—Mahuva.

Joravarnagar—Sayla.

Morvi—Amran Road.

Morvi—Ghantla.

Morvi—Tankara.

- (2) On the Darjeeling-Himalayan section of the Northeast Frontier Railway wagons containing gases, compressed, liquefied or dissolved, need not be close-coupled.

3. *Guard or dummy wagons.*—Whenever the requisite number of carriages not containing explosives or other dangerous goods or articles of inflammable nature are not available, empty wagons shall be used as guard or dummy wagons for separating, as required, the wagons containing gases from the train locomotive, the passenger carriages or the brake-van or any other carriages containing explosives or other dangerous goods or articles of inflammable nature.

Conveyance of gas cylinders or containers of gross weight of 762·03 kg. or over.

225.1. *Carriage in the same wagon through to destination.*—Any cylinder or container of which the gross weight is 762·03 kg. or over should be carried through to destination in the same wagon.

Consignments of such cylinders or containers will not be accepted for carriage to destination involving break-of-gauge transhipment.

2. *Type of wagons to be used.*—Wagons used for conveying gas cylinders or containers of which the gross weight is 762·03 kg. or over must be such that the unloading can be performed without lifting the cylinders or containers a greater height than 1·82 m. from the rail level.

3. *Stowing in wagons.*—The wagons must not contain any heavy articles likely to damage the cylinders or containers.

4. *Handling to be done in the open.*—As far as possible, gas cylinders or containers of which the gross weight is 762·03 kg. or over should be dealt with in the open.

5. *Labels.*—Wagons used for conveying cylinders or containers of which the gross weight is 762·03 kg. or over must have affixed on each side a label to be provided by the consignor, indicating the nature of the contents of the cylinders or containers and the necessity for exercising care in dealing with the wagon and its contents.

NOTE.—The label to be affixed by the consignor on both sides of the wagon will be in addition to the label to be pasted by the railway, vide Rule 222.1.

**Gases, Compressed, Liquefied
or Dissolved under pressure**

225—230

6. *Use of crane.*—Whenever it is necessary to use cranes for loading, unloading or handling of gas cylinders or containers, only such cranes and hook chains as have been certified to have lifting power of at least 508·03 kg. more than the gross weight of the cylinders or containers must be used. As far as possible, a properly designed cradle with chain slings should be used.

Notice of arrival.

226.1. *Notice to consignee on arrival of consignment.*—The station master of the destination station must see that notice of arrival of consignments of gases, compressed, liquefied or dissolved, is issued to the consignee in the prescribed form (for form see Annexure B) for all consignments received at his station and not removed on the date of unloading.

2. *Railway's right to recover wharfage and demurrage not affected by non-issue of arrival notice.*—Non-receipt or late receipt of the notice of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise.

227.1. *Delivery.*—Consignments of gases, compressed, liquefied or dissolved, shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. *Disposal, if delivery not effected expeditiously.*—If the consignments are still on hand after the expiry of the free time allowed for their removal, a notice, as prescribed in Sections 55 and 56 of the Indian Railways Act should immediately be served on the consignee.

The notice, referred to, shall be in the form prescribed and given in Appendix II/3.

After the expiry of the period specified in the notice, referred to above, consignments still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 and 56 of the Indian Railways Act.

Weight for charge and days of acceptance.

228.1. *Smalls to be accepted on notified days and charged on actual weight.*—Consignments of gases, compressed, liquefied or dissolved, when tendered in smalls, will be accepted for conveyance by rail on such days and over such sections as may be notified by the Railway Administration and will be charged on actual weight.

2. *Smalls which can be accepted on all days of the week and charged on actual weight.*—Notwithstanding what is stated in sub-rule 1 above, consignments of gases may be accepted on all days and charged on actual weight when—

(1) ordinary goods traffic with which such gases can be loaded is open for acceptance for the destinations concerned:

or

(2) the traffic is tendered for carriage in the brake-van of passenger, mixed or parcels train

3. *Traffic in wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for a charge as prescribed in column 2 of Table II.

Pre-payment of freight

229. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of gases, compressed, liquefied or dissolved, shall be pre-paid.

NOTE.—Pre-payment of freight is not compulsory in the case of consignments of carbon dioxide (carbonic acid gas).

Charges for Guard or Dummy Wagons.

230. Whenever it is necessary to attach empty wagons as guard or dummy wagons for the safety of a train carrying gases, compressed, liquefied or dissolved, such wagons will be charged at the rate of 30 nP. per kilometre for each B.G. wagon and 20 nP. per kilometre for each M.G. or N.G. wagon.

**Gases, Compressed, Liquefied
or Dissolved under pressure****231—233****Repairs to carriages.**

231 Before any repairs or alterations are commenced in any part of a carriage in which gas cylinders or containers are being transported, all due precautions shall be taken to remove all such gas cylinders or containers

Reports of accidents

232 Whenever there occurs any accident connected with any consignment of gases packed in cylinders or otherwise and attended with loss of life or serious injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in-charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned.

Saving.

233 Nothing in this Chapter shall be deemed to detract from the operation of—

- (a) the Gas Cylinder Rules, 1940,
- b) notification No. M. 1268(1) dated the 9th January, 1939, late Department of Labour, Government of India,
- (c) the Indian Arms Act, 1878,
- (d) the Indian Arms Rules, 1951, or
- (e) the Poisonous Act, 1919 or the rules framed thereunder,

wherever applicable.

Gases

TABLE

Table II

GASES, COMPRESSED, LIQUEFIED

Name of Gas	General	W/- or C.C. weight conditions under which wagon-load rates apply.					Remarks.	Characteristic property of the Gas.	Pictorial label to be used. (See Rule 208.3).
	Classification.	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.			
1	2					3	4		
Dissolved Gas.									
Acetylene (compressed into porous substances).	(com- into sub- stances).	180-B	170-B	110	90	65	..	Inflammable.	A
Compressed Gases.									
Air, compressed .		180-B	170-B	185	125	65	..	Non-inflammable	B
Argon . . .		180-B	170-B	185	125	65	..	Non-inflammable	B
Coal Gas . . .		180-B	170-B	185	125	65	..	Inflammable	A
Hydrogen . . .		180-B	170-B	185	125	65	..	Inflammable	A
Methane . . .		180-B	170-B	185	125	65	..	Inflammable	A
Neon . . .		180-B	170-B	130	105	65	..	Non-inflammable	B
Nitrogen . . .		180-B	170-B	185	125	65	..	Non-inflammable	B
Oxygen . . .		120-B	110-B	185	125	65	..	Non-inflammable (Strong supporter of combustion).	B

Liquefied Gases.

			C.C.	C.C.	C.C.	In tank wagons.	Poisonous	C
Ammonia . . .	130-B	120-B	{	C.C.	C.C.	C.C.	In tank wagons.	C
(Anhydrous). For precautions to be observed in the event of leakage, see Appendix II/2.				185	125	75	Not in tank wagons.	

II

Gases

OR DISSOLVED UNDER PRESSURE

Table II

Exceptional or Additional Packing Rules. (See also Rule 207).	Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 208, 209, 222.1 and 225.5)	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 213, 214, 215, 216, 217 and 225.2).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 218).	Exceptional or Additional Rules regarding Stowage and Carriage. (See also Rules 219, 220, 221, 223, 224 and 225).
---	---	--	--	---

5	6	7	8	9
Must not be packed with Chlorine.	Must not be loaded with Chlorine.
..
..
..
..
..
..
Rule 207.2 does not apply to cylinders containing this gas for medical purposes, provided the external diameter of the cylinders does not exceed 10.16 cm.

(1) Must not be packed with Chlorine.

(2) May also be accepted in containers approved by the Chief Inspector of Explosives.

These containers may be accepted naked, provided the valves are properly covered with the protecting caps or domes.

(1) when packed as laid down in item (2) in column 5, may be loaded in open wagons, provided the containers are protected by tarpaulins.

(2) May be carried in approved tank wagons.

Not more than one cylinder may be carried in the rear brake-van.

(1) Must not be loaded with Chlorine.

(2) Containers, referred to in item (2) in column 5, should be laid in rows of three with their major axes in the line of travel of the wagon and suitably secured.

Gases**Table II**

Name or Gas.	General Classification.	W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Characteristic property of the Gas.	Pictorial label to be used (See Rule 208·3).
		Smalls.	Wagon-loads	B.G. M.G. N.G.			
1				2		3	4

Liquefied Gases.

—contd.

Chlorine	115-B	105-B	{	C.C.	C.C.	C.C.	In tank wagons,	Poisonous	C
For precautions to be observed in the event of leakage, see Appendix II/2.			{	185	125	65	Not in tank wagons.		
Liquefied Petroleum Gas (Commercial Butane or Propane),	105-B	97·5-B	{	C.C.	C.C.	C.C.	In tank wagons,	Inflammable	A
			{	150	110	65	Not in tank wagons.		
Carbon Dioxide (Carbonic Acid Gas).	92·5-B	85-B		185	125	65	..	Non-inflammable	B

Gases
Table II

Exceptional or Additional Packing Rules (See also Rule 207).	Exceptional or Additional Rules regarding marking and Labelling. (See also Rules 208, 209, 222-1 and 225-5).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 213, 214, 215, 216, 217 and 225-2).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 218).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 219, 220, 221, 223, 224 and 225.)
5	6	7	8	9

(1) Must not be packed with Acetylene (compressed into porous substances) or Ammonia (anhydrous) or Liquefied petroleum gas (commercial butane or propane).

(2) May also be accepted in containers approved by the Chief Inspector of Explosives.

These containers may be accepted naked, provided the valves are properly covered with the protecting caps or domes.

(1) Must not be packed with Chlorine.

(2) May also be accepted in containers approved by the Chief Inspector of Explosives.

These containers may be accepted naked, provided the valves are properly covered with the protecting caps or domes.

(1) When packed as laid down in item (2) in column 5, may be loaded in open wagons, provided the containers are protected by tarpaulins.

(2) May be carried in approved tank wagons.

Do.

Must not be carried in the brake-van.

Do.

(1) Must not be loaded with Acetylene (compressed into porous substances) or Ammonia (anhydrous), or Liquefied petroleum gas (commercial butane or propane).

(2) Containers, referred to in item (2) in column 5, should be laid in rows of three with their major axes in the line of travel of the wagon and suitably secured.

(1) Must not be loaded with Chlorine.

(2) Containers, referred to in item (2) in column 5, should be laid in rows of three with their major axes in the line of travel of the wagon and suitably secured.

Gases
Table II

Name of Gas.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Characteristic property of the Gas.	Pictorial label to be used. (See Rule 208-3).
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.			
1	2						3	4
Liquefied Gases.— contd.								
Ethylene . . .	180-B	170-B	110	90	65	..	Inflammable	A
Ethyl Chloride .	180-B	170-B	100	80	55	..	{ Inflammable Non-inflammable	{ A B }
Freon, Arcton or Genetron.	180-B	170-B	185	125	65	..	Non-inflammable	B
Hydro-cyanic Acid.	180-B	170-B	185	125	65	..	Poisonous	C
Medical Mixtures (Oxygen & Carbon Dioxide Mixtures, or Oxygen & Helium Mixtures).	180-B	170-B	150	110	65	..	Non-inflammable	B
Methyl Chloride (Chloromethane).	180-B	170-B	185	125	65	..	{ Inflammable Non-inflammable	{ A B }
Nitrous Oxide .	180-B	170-B	185	125	65	..	Non-inflammable	B
Sulphur Dioxide (Sulphurous Acid Gas.)	180-B	170-B	185	125	65	..	Non-inflammable	B
Liquid Air] or Liquid Oxygen or Liquid Nitrogen.	180-B	170-B	185	125	65	..	Non-inflammable	B

Gases
Table II

Exceptional or Additional Packing Rules. (See also Rule 207).	Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 208, 209, 222, 1 and 225 5).	Exceptional or Additional Rules regarding carriage by Goods Train (See also Rules 213, 214, 215, 216, 217 and 225 2).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger Mixed or Parcel Train (See also Rule 218.)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 219, 220, 221, 223, 224 and 225).
5	6	7	8	9
				..
				..
				.
The cap or cover of the cylinder containing this gas must not be provided with a vent.	..	..	Must not be carried in the brake-van.	..
	
	
	
Rule 207 2 does not apply to cylinders containing this gas and having a water capacity not exceeding 4.53 kg.	..	..	..	..
..
(a) Containers of not more than 29.48 kg. capacity.	(a) Each basket or box or case to be labelled on the top part in 2.54 cm. letters:—	(a) ..	(a) May be carried in the rear brake-van in any quantity.	(a) Rules 220, 223.1(1) and 224.1(2) and (3) do not apply to Liquid nitrogen.
In double-walled vacuum vessels of steel, copper or copper alloys, not exceeding 29.48 kg. in capacity, nor to be more than four-fifths full.	"LIQUID AIR (OR LIQUID OXYGEN OR LIQUID NITROGEN)			

Gases**Table II**

Name of Gas	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Characteristic property of the Gas.	Pictorial label to be used (See Rule 208·3).
	Smalls.	Wagon-loads	B.G.	M.G.	N.G.			
I	2					3	4	

Liquefied Gases.—

Concl'd.

Liquid Air

or

Liquid Oxygen

or

Liquid Nitrogen.
(concl'd.)

Gases
Table II

Exceptional or Additional packing Rules. (See also Rule 207)	Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 208, 209, 222.1 and 225.5).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 213, 214, 215, 216, 217 and 225.2).	Exceptional or Additional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 218).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 219, 220, 221, 223, 224 and 225)
5	6	7	8	9

Each vessel to be contained in a stout cylindrical wicker basket with vertical sides and conical top, or in a well made strong wooden box or metal case; not more than 7.62 cm. of the neck of the vessel to project through the top of the basket or lid of the box or case.

CAUTION (red letters)

KEEP UPRIGHT

KEEP COOL

HANDLE WITH CARE.

The projecting portion of the neck to be enclosed in a metal or wicker cage standing not less than 2.54 cm. clear of the open end.

The vessel to be packed in the basket or box or case with slag wool.

(b) Containers of more than 29.48 kg. capacity.

These to be metallic containers of a design approved by the Chief Inspector of Explosives.

(b) A board not less than 45.72 cm. x 22.86 cm. bearing the following inscription shall be displayed on each side of the wagon containing liquid oxygen or liquid air.

“LIQUID OXYGEN (LIQUID AIR).

(b) (1) Only open iron or steel floor-
ed wagons shall be used to carry the containers.

The base of each container shall be designed so as to be capable of being fixed to the floor of the wagon by means of bolts, iron dogs, or otherwise, to prevent displacement whilst in transit.

(b) Must not be carried in the brake-van.

(b) (1) Not more than one wagon containing liquid oxygen or liquid air may be on any one train.

(2) Liquid oxygen or liquid air shall not be conveyed by the train by which explosives exceeding 907.18 kg. and tank wagons containing

Gases
Table II

Name of Gas	General Classification		W/- or C.C weight conditions under which wagon-load rates apply			Remarks	Characteristic property of the Gas.	Pictorial label to be used (See Rule 208-3)
	Small	Wagon-loads	B.G.	M.G.	N.G.			
	1		2				3	4

Liquefied Gases.—

Concld

Liquid Air

or

Liquid Oxygen

or

Liquid Nitrogen
(concl'd.)

Gases
Table II

Exceptional or Additional Packing Rules. (See also Rules 207).	Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 208, 209, 222, 223 and 225-5).	Exceptional or Additional Rules regarding carriage by Goods Trains. See also Rules. 213, 214, 215, 216, 217 and 225-5).	Exceptional Additional Rules regarding von of Passenger, Mixed or Parcels Train. (See also 223, 224, Rule 218).	Exceptional or Additional Carriage Rule. (See also Rules 210, 220, 221, 224, and 225).
5	6	7	8	9

CAUTION (red letters).

KEEP AWAY
FROM NAKED LIGHTS.NOT TO BE
HANDLED
BY RAILWAY
STAFF
EXCEPT BY
SPECIAL
ARRANGEMENT".

In addition to the above, each container shall be provided with three lashing chains for holding it down to the underframe of the wagon.

(2) Not more than two containers may be carried in any one wagon.

petroleum and other inflammable liquids are conveyed.

(3) All valves and fittings on the containers shall be so locked and protected as to prevent unauthorised interference with them.

(4) Rules 220, 223-1(1) and 224-1(2) and (3) do not apply to liquid nitrogen.

Appendix II/I

Appendix II/I

Rule 208-I

Indian Standard Identificatory Colours for Gas Cylinders or Containers

Name of Gas	For medical purposes		For other than medical purposes	
	Body	Valve end	Ground	Bands
Dissolved Gas				
Acetylene (compressed into porous substances)	..	..	Maroon	..
Compressed Gases				
Air, Compressed	Grey	White and Black	Grey	..
Argon	..	..	Blue	..
Coal Gas	..	..	Red	..
Hydrogen	..	..	Red	..
Methane	..	..	Red	..
Neon	..	..	Brown	Black
Nitrogen	Grey	Black	Grey	Black
Oxygen	Black	White	Black	..
Liquefied Gases				
Ammonia (Anhydrous)	..	..	Black	Red and Yellow.
Chlorine	..	..	Yellow	..
Carbon Dioxide (Carbonic Acid Gas)	Grey	Grey For temperate use	Black	..
		Grey For tropical and marine use.	Black	White or aluminium paint.
Ethylene	Violet	Violet	Mauve	Red
Ethyl Chloride—				
Inflammable	..	..	Grey	Red
Non-inflammable	..	..	Grey	..
Freon, Arcton or Genetron	..	..	Particoloured; Bottom end grey, neck end mauve.	Grey
Hydro-canic Acid	..	..	Blue	Yellow

Appendix II/1—*concl'd.*Appendix II/1
(Rule 208.1)

Name of Gas	For medical purposes		For other than medical purposes	
	Body	Valve end	Ground	Bands
Liquefied Petroleum gas—				
Commercial Butane, . . . . .	..	..	Aluminium or white	Red
or				
Propane . . . . .	..	..	Aluminium or white.	Red and Blue.
Medical Mixtures—				
Oxygen and Carbon Dioxide Mixtures	Black	White and Grey	.	..
or				
Oxygen and Helium Mixtures	Black	White and Brown	..	..
Methyl Chloride (Chloromethane)—				
Inflammable . . . . .	..	..	Green	Red
Non-inflammable . . . . .	..	..	Green	.
Nitrous Oxide	Blue	Blue		..
Sulphur Dioxide (Sulphurous Acid Gas) . . . . .	..	..	Green	Yellow
Liquid Air	Grey	White and Black.	Grey	..
Liquid Oxygen	Black	White	Black	
Liquid Nitrogen	Grey	Black	Grey	Black

Appendix II/2
(Rule 212.5)

Appendix II/2

Precautions to be taken in the event of Leakage of Ammonia (Anhydrous) and Chlorine**Ammonia (Anhydrous).**

Ammonia is a poisonous gas which is contained in cylinders and other containers in a liquefied state under pressure. It has a characteristic pungent odour, which gives warning of the presence of the gas in the atmosphere before dangerous concentrations are attained.

2. Ammonia is irritating to the eyes and the mucous membrane of the respiratory tract. As such, when a leak occurs all persons in the vicinity should be warned to keep on the windward side of the leak.

3. Ammonia gas is lighter than air and is readily soluble in water. When a leak is detected, keep wide open the doors of the wagon or shed where the leak has occurred and direct a fine jet of water continuously on the leaking cylinder or container and on the floor where the leak has occurred. Water will absorb the ammonia and bring down the concentration of the gas.

4. If a leak occurs in a tank wagon containing liquefied ammonia or in a wagon containing ammonia cylinders or containers, the wagon should be moved

Appendix II/3.**(Rule 212.5)**

as quickly as possible to an open area where the escaping gas will be less hazardous.

Chlorine.

5. Chlorine is a poisonous gas which is contained in cylinders or other containers in a liquefied state under pressure. It has a characteristic and penetrating odour. This characteristic odour gives warning of the presence of chlorine in the atmosphere before dangerous concentrations are attained. The greenish yellow colour of chlorine gas makes it visible when high concentrations are present.

6. When a sufficient concentration of chlorine is present in the atmosphere, it will irritate the mucous membrane, the respiratory system and the skin. As such, when a chlorine leak occurs all persons in the vicinity should be warned to keep on the windward side of the leak.

7. Should liquid chlorine come in contact with the skin or clothing it may cause burns. Contaminated clothing should be removed immediately and the affected skin should be washed with large quantity of water.

8. When a chlorine leak is detected, slaked lime should be thrown liberally over the leaking cylinder or container and on the floor of the wagon or shed where the leak has occurred. Slaked lime will absorb chlorine and bring down the concentration of the gas.

9. Water should not be sprayed on a chlorine gas leak. The application of a stream of water to a chlorine leak is hazardous and makes the leak worse due to the corrosive action of chlorine and water.

10. If a leak occurs in a tank wagon containing chlorine or in a wagon containing chlorine cylinders or containers, the wagon should be moved as quickly as possible to an open area where the escaping gas will be less hazardous.

Appendix II/3.**(Rule 227.2)****Appendix II/3.**

S. No.
Station.
Division/District.
Railway.
Date.

Notice to be served on the consignee.

To

.....

.....

.....

Dear Sir/Madam,

Sub. Invoice/PWB No. dated

from to

I hereby give you notice that the above consignment/parcel of which you are the consignee is lying undelivered at destination. Please note that if delivery is not effected within seven days from the date of receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act, 9 of 1890 without any further reference being made to you.

In the event of sale, if the amount due to the Railway on account of freight, demurrage, wharfage, etc., is not covered by the sale proceeds, I shall look to you to make good the balance.

Details of charges due—

1. Freight Rs.

Appendix II/3.
(Rule 227.2).

Appendix II/3.—contd.

2. Demurrage Rs
3. Unloading charges Rs
4. Wharfage at the rate of Rs
per 50 kg. per day from
until removal of the consignment.

Yours faithfully,

Petroleum and Other Inflammable Liquids
301-302.

CHAPTER III.

PETROLEUM AND OTHER INFLAMMABLE LIQUIDS

Dangerous goods under Indian Railways Act.

301. Petroleum and other inflammable liquids, that is to say, liquids or mixtures of liquids or liquids containing solids in solution or suspension which give off inflammable vapour which in suitable concentration in air is capable of ignition when exposed momentarily to a source of ignition, are specified in Table II.

General restrictions on conveyance of petroleum and other inflammable liquids.

302.1. *Petroleum and other inflammable liquids to be accepted only under the Rules laid down.*—A Railway Administration shall accept only the petroleum and other inflammable liquids specified in Table III for conveyance by rail, subject to the Rules and in accordance with the conditions set forth in this chapter

2. *Railway's right to refuse to convey.*—Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular petroleum or other inflammable liquid specified in Table II.

After the issue of such a notice, no such petroleum or other inflammable liquid shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

3. *Restrictions on Railways.*—(1) On the following railways, petroleum and other inflammable liquids, except petroleum and other hydro-carbon oils, class B, motor spirit, petrol (benzine) and turpentine, may be carried only under special arrangements:—

- Ahmadpur Katwa.
- Arrah Sasaram Light.
- Bankura Damodar River.
- Bukhtiar Bihar Light.
- Burdwan Katwa.
- Futwah Islampur Light.
- Howrah Amta Light.
- Howrah Sheakhala Light.
- Rupsa-Talband Section.
(South Eastern Railway).
- Shahdara (Delhi) Saharanpur Light.

(2) **Bombay Port Trust Railway.**—(a) Petroleum products are dealt with only at the depots shown against them as under:—

Oil Depot.—Aviation spirit, Motor spirit, High speed diesel oil, Powerline oil, Solvent oil, Mineral turpentine oil, Kerosene oil.

Stores Depot.—Liquid fuel oil, Light diesel oil, Solvent oil.

Victoria Dock (Liquid Fuel Depot).—Light diesel oil, Furnace oil.

Petroleum and Other Inflammable Liquids

302--303

(b) Other inflammable liquids in wagon-loads are dealt with at Haji Bunder and Stores Depot stations only.

(3) **India General Navigation and Railway Co. Ltd., and Rivers Steam Navigation Co. Ltd.**—(a) Petroleum and other inflammable liquids are accepted at owner's risk only.

(h) (i) Aviation spirit is not carried in any quantity and under any conditions.

(ii) Petrol is carried upto a maximum of 181·83 litres by any one Despatch Steamer.

(iii) Methylated spirit when packed in bottles suitably cased is carried without any limitation on quantity.

(iv) Methylated spirit in 45·45 litres drums is carried by passenger carrying steamers and by all steamers leaving from Calcutta Steamer Ghats upto a limit of 181·83 litres by any one steamer.

(v) Methylated spirit in 181·83 litres and in 45·45 litres drums is carried by the flat service, provided that not more than 6 or 24 drums, respectively, are carried by any one flat.

(4) **Northeast Frontier Railway.**—Except by special arrangement with the Chief Traffic Superintendent (Commercial) Pandu, Mineral oils (except diesel oil and furnace oil) in tank wagons will not be accepted for despatch to stations on this railway unless consigned to firms or individuals possessing storage arrangements for dealing with the traffic in bulk.

(5) Petroleum and other inflammable liquids are not carried over the following Sections of the Eastern and Western Railways:—

Eastern Railway

Krishnagar City-Nabadwip Ghat
Shantipur-Nabadwip Ghat.

Western Railway

Bhavnagar-Mahuva.
Joravarnagar-Sayla.
Morvi-Amran Road.
Morvi-Ghantila.
Morvi-Tankara.

Notice of despatch to be given by sender

303.1 Notice of despatch compulsory.—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of petroleum and other inflammable liquids shall be forwarded to the railway for despatch or accepted for conveyance by rail, unless previous notice, of the intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. Particulars to be given in the notice.—The notice required under sub-rule 1 shall be addressed to the officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

- (1) the true name, description and quantity of the petroleum and other inflammable liquids in the consignment, indicating whether the flashing point is below 24·4°C, or at or above 24·4°C but below 35°C or at or above 35°C but below 93·3°C;

Petroleum and Other Inflammable Liquids**303—306**

- (2) the name and address of the consignor;
- (3) the name and address of the consignee;
- (4) a declaration that the petroleum and other inflammable liquids have been "packed and marked in accordance with the Regulations laid down in the Red Tariff", i.e. Rules 307 and 308.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule.

- (2) When the officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice board and such notice shall be deemed as proper intimation to the consignor under this Rule.

Certificates, Forwarding Note, etc., to be obtained by railway staff.

304-I. Documents required.—It is incumbent on the railway staff in the case of every consignment of petroleum and other inflammable liquids, mentioned in Table III, to obtain from the consignor a Forwarding Note, complete in all respects, in the form specially prescribed. (For form see Annexure A).

NOTE.—Consignors of empty cans, drums or other containers shall declare on the Forwarding Note that the cans, drums or other containers have been securely closed.

2. Remarks on invoice or way-bill.—Invoices or way-bills issued for consignments of petroleum and other inflammable liquids must have an endorsement, indicating whether the flashing point is below 24.4°C or at or above 24.4°C but below 35°C. or at or above 35°C but below 93.3°C.

Prohibitions in acceptance.

Mixed consignments prohibited.—Petroleum and other inflammable liquids must not be accepted as forming a part of a consignment with other goods, but must be tendered under a separate Forwarding Note and be booked as a separate consignment.

2. Consignments in bulk involving break of gauge transshipment not normally accepted.—Petroleum and other inflammable liquids in bulk will not be accepted for conveyance by rail between any two stations involving break-of-gauge transshipment except under special arrangements.

Petroleum and other inflammable liquids to be accepted by authorised railway servant and at specified place and time.

306.—Consignments of petroleum and other inflammable liquids intended to be transported by rail shall be received only—

- (1) by a duly authorised railway servant;

and

- (2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

Petroleum and Other Inflammable Liquids

307—308

Packing.

307.1. *Protection and other inflammable liquids to be transported only when packed in prescribed manner.*—No petroleum or other inflammable liquid shall be tendered for transport or be transported unless it is packed in the manner laid down in column 3 of Table III, with such exceptions as contained in column 6 thereof.

2. *Receptacles for petroleum and other inflammable liquids.*—(1) Except as otherwise provided in column 3 of Table III, petroleum and other inflammable liquids, class A, when not packed in bulk containers, i.e., containers of capacity exceeding 909.19 litres, shall be contained in gas-tight tinned, galvanised or otherwise externally rust-proofed sheet iron or steel receptacles which shall be fitted with well made filling apertures and well fitting screw plugs or with screw caps or other caps with metal air-tight under-caps. In addition, these receptacles shall comply with the specifications laid down in Appendix III/I. The receptacles shall be kept in proper repair.

Except as otherwise provided in column 3 of Table III, an air space of not less than 5% of the capacity shall be left in all containers.

(2) All containers used for containing petroleum and other inflammable liquids must be well made and sufficiently strong to withstand the wear and tear of rail transit.

They shall be securely closed so as to prevent leakage of contents or vapour.

(3) Except as otherwise provided in column 3 of Table III, casks, cases and crates shall be of wood, drums of iron or steel and jars of stoneware or earthenware.

(4) Cases shall be tightly jointed and casks well stoppered.

(5) Jars shall be securely bunged or stoppered and luted.

(6) Stoppered bottles shall be luted and tied over.

(7) Containers must not be entirely filled. Sufficient air space must be left in each container to provide for the expansion of the liquid under variations of temperature.

3. *Inside packing.*—The inside packing of cases or crates shall not contain any solid matter or hard substance.

4. *Empty containers.*—All empty containers shall be kept securely closed, unless they have been thoroughly cleaned and freed from inflammable vapour.

Marking and labelling of packages by consignors.

308.1. *Marking.*—Every package containing petroleum and other inflammable liquids shall be marked in conspicuous characters by means of either branding, stampings, embossing or by affixing a securely attached label with—

(1) the name of the liquid;

(2) the words "Highly Inflammable" and "Inflammable" in respect of liquids falling under classes A and B, respectively;

(3) capacity in litres;

and

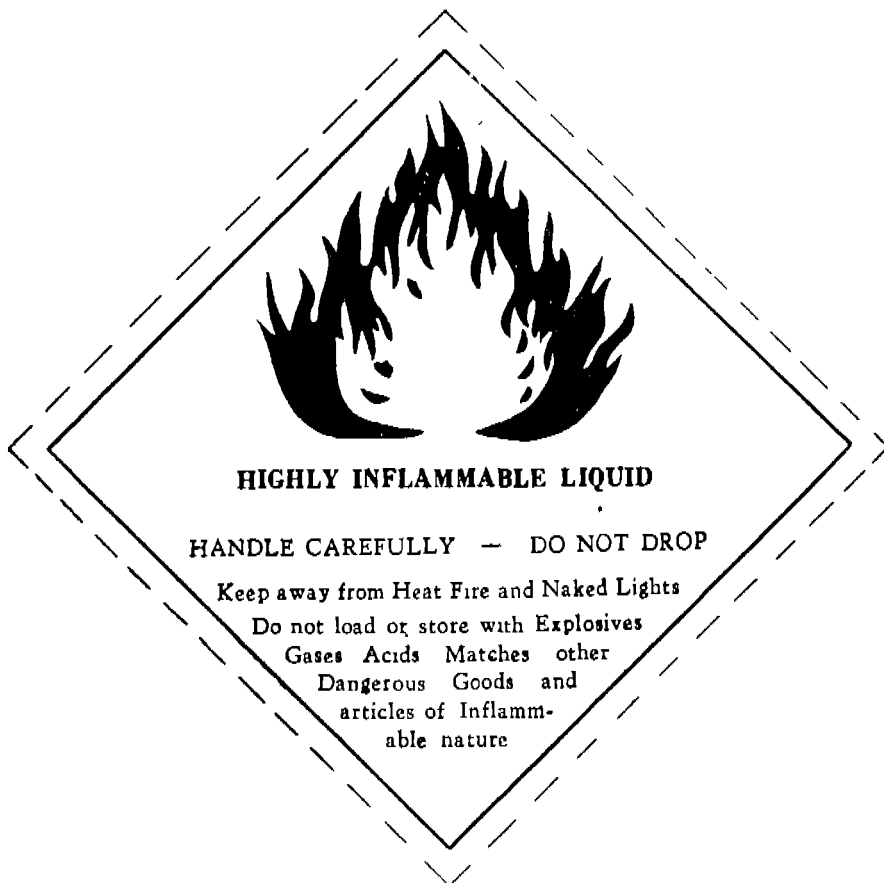
(4) the name and address of the consignor and the consignee.

Petroleum and Other Inflammable Liquids

308

2. *Pictorial label*.—In addition to the marking specified in sub rule 1, every package containing petroleum and other inflammable liquids shall bear the appropriate pictorial label shown below, indicating the hazard involved on account of the contents of the package:—

(For Class A Liquid).



- NOTE—(1) Background White.
Symbol and Lettering Black.
- (2) Minimum dimensions—10.16 cm. x 10.16 cm.
Bigger labels may be used depending on the size of the packages.
- (3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.
- (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

Petroleum and Other Inflammable Liquids

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(For Class B Liquids)

NOTE—(1) Background ... White.
Symbol and Lettering ... Black.

(2) Minimum dimensions — 10:16 cm. x 10:16 cm.

Bigger labels may be used depending on the size of the packages.

(3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.

(4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

Petroleum and Other Inflammable Liquids
308—311

3. *Indication label.*—Unless the top of the inner package is clearly visible from above, or the outer packing is such as to indicate clearly the top, *e.g.*, when the outer package has a conical top, every package containing petroleum and other inflammable liquids must have affixed on its top the following label:—

“THIS SIDE UP”

4. *Empty containers.*—No container, having previously contained a petroleum or other inflammable liquid, shall be handed over to the Railway Administration for despatch as an empty container, unless it has been thoroughly cleaned and freed from inflammable vapour and so declared on the Forwarding Note and also labelled “Empty”.

Marking by Railway.

309. Every package containing petroleum and other inflammable liquids shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

When, however, a consignment of petroleum and other inflammable liquids is tendered for despatch as a wagon-load consignment for a destination not involving break-of-gauge transshipment, only 10% of the packages constituting the consignment need be marked with railway marks.

Responsibility of the Railway Staff.

310. The railway staff while accepting consignment of petroleum and other inflammable liquids for transport by rail, must ensure that—

- (1) the declared quantity of petroleum and other inflammable liquids in any one package, as ascertained from the markings thereon, or the weight of the package, does not exceed the maximum laid down in columns 3 and 6 of Table III;

and

- (2) the outermost package is in accordance with these Rules.

Handling to be done by consignors and consignees.

311. Unless it be otherwise notified by the Railway Administration, consignors and consignees have to do the loading and unloading of consignments of petroleum and other inflammable liquids in wagon-loads.

When the traffic is booked in smalls and in all cases of handling en-route, the Railway Administration concerned will do the loading and unloading.

Transshipment of traffic in tank wagons, however, will be done by consignors and consignees.

NOTE.—Over the Eastern and Northern (Allahabad, Lucknow and Moradabad Division) Railways, Benzine (Petrol) and Kerosene or paraffin oil will be loaded by senders and unloaded by consignees when booked—

- (i) in bulk
- (ii) in tins or otherwise packed when in minimum consignments of 45 quintals and over subject to exception (2) noted below:—

The handling will be done by the railway—

- (1) When small consignments are carried in Road-Vans.
- (2) When consignments weighing 45 quintals or over are despatched in a through Road-Van at the convenience of the railway along with other goods.
- (3) When a special station-to-station rate is quoted without the condition that owners must load and unload.

Petroleum and Other Inflammable Liquids

312—313

Storage.

312. It shall be the duty of every officer-in-charge of a station to cause every package of petroleum and other inflammable liquids which is proposed to be despatched by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored in a shed complying with the requirements of the Petroleum Rules, 1937, or an open shed, i.e., a shed roofed over for weather protection but not having enclosing walls.

Wherever such storage accommodation is not available, the packages containing petroleum and other inflammable liquids may be kept in an open space completely covered with tarpaulins or other suitable material.

While storing petroleum and other inflammable liquids, all precautions laid down in Rule 313 must be observed.

Precautions to be observed in handling and storing petroleum and other inflammable liquids

313.1. Time of loading and unloading.—All operations connected with the loading, unloading and handling of petroleum and other inflammable liquids shall be conducted between sunrise and sunset only, except that consignments sent in brake-vans of passenger, mixed or parcels trains and by tranship or road van trains may be handled at any hour, all due precautions being taken to prevent accidents.

2. Handling of packages.—(1) Packages containing petroleum and other inflammable liquids shall not be thrown, dropped down or dragged along the ground or floor, and care must be exercised to avoid striking them against any hard object.

(2) When loading and unloading heavy drums or casks, cushions of a suitable type, thick coir matting, felt, bags filled with saw-dust, or similar protection, should be used to avoid damage to the drums or casks and to prevent leakage.

(3) Whenever practicable, packages containing petroleum and other inflammable liquids should be carried or conveyed on trolleys or hand-barrows.

3. Prohibition of smoking fires, lights and dangerous substances.—(1) No person shall smoke or take or have any fire, naked light, matches or other articles of inflammable nature or any agency which produces heat or sparks, near any vehicle containing petroleum and other inflammable liquids or near any place where such goods are stored or are being loaded, unloaded or handled.

(2) Petroleum and other inflammable liquids shall not be stored or handled with or near explosives and other dangerous goods.

4. Protection from sun, rain and snow.—Packages containing petroleum and other inflammable liquids shall not be exposed to sun, rain or snow, nor kept on damp ground.

They should be protected with tarpaulins or other suitable material, whenever required.

5. Thorough cleaning of place, carriage or wagon in which any petroleum or other inflammable liquid is laid or handled.—The floor of any place or wagon on which petroleum and other inflammable liquids have been stored or the wagon or trolley or hand-barrow in which they have been carried must be swept and thoroughly cleaned after removal of the goods therefrom.

6. Prevention of escape.—All due precautions shall be taken at all times to prevent any escape of petroleum and other inflammable liquids.

Petroleum and Other Inflammable Liquids

313—317

7. *Interval between opening of wagon doors and entry of labour for unloading.*—In unloading wagon-loads, after the wagon doors are opened and before the labour enter the wagon, there shall be a minimum interval of ten minutes.

In respect of smalls, this precaution may be complied with wherever practicable.

Petroleum and other inflammable liquids class A to be normally transported by goods trains and class B by all trains except passenger trains.

314. Except as provided in Rules 315 and 320, petroleum and other inflammable liquids, class A, shall not be transported by any train other than a goods train.

Petroleum and other inflammable liquids, class B, may, however, be transported in wagons by all trains, except passenger trains.

Petroleum and other inflammable liquids class A permitted to be transported by mixed or parcels trains when goods trains are not running.

315. Petroleum and other inflammable liquids, class A, may be transported in wagons by a mixed or parcels train, on any line or section on which goods trains are not running, subject to the condition that immediately on entering any section on which goods trains are running, the wagons containing petroleum and other inflammable liquids, class A, shall be detached from the mixed or parcels train.

Type of wagons to be used for loading petroleum and other inflammable liquids.

316. Petroleum and other inflammable liquids will be carried in tank wagons and in covered iron wagons.

Petroleum and other inflammable liquids which may be carried in tank wagons are specifically indicated in column 5 of Table III.

NOTE.—(1) ~~End~~ opening carriages or wagons shall not be used.

(2) Petroleum products having flashing point not below 65.6° C are permitted to be carried in open wagons.

This limit includes diesel oil, fuel oil, furnace oil, etc., but excludes more dangerous products like kerosene oil.

Conveyance in tank wagons.

317.1. *Tank wagons to be of approved design.*—Tank wagons used for the conveyance of petroleum and other inflammable liquids shall be of a design approved by the Chief Inspector of Explosives.

2. *Special precautions to be observed while loading and unloading tank wagons.*—(1) Tank wagons used for the conveyance of petroleum and other inflammable liquids shall be in good condition and free from leakage.

(2) In filling tank wagons, an air space of not less than 5% of the capacity of the tank shall be left.

The prescribed air space may be reduced to 2½% in the case of diesel, fuel and furnace oils and to 4% in the case of other petroleum and inflammable liquids.

(3) All inlets and outlets shall be securely closed.

Petroleum and Other Inflammable Liquids

317—319

(4) Petroleum and other inflammable liquids, class A, shall not be filled in or discharged from tank wagons—

- (a) within 30·48 metres from any fire, furnace or artificial light capable of igniting inflammable vapour;

and

- (b, at any place where the tank wagon is exposed to sparks;

provided that the distance specified in sub-clause (a) above, may be reduced to 9·14 metres when the liquid is filled or discharged under seal and closed vapour return pipe lines are provided.

3. *Empty tank wagons.*—All empty tank wagons which have contained petroleum and other inflammable liquids shall, except when they are opened for the purpose of cleaning them and rendering them free from vapour, be kept securely closed unless they have already been thoroughly cleaned and freed from vapour.

NOTE.—A very small proportion about 1½% of petroleum vapour is sufficient to render the atmosphere explosive. The risk of explosion from a vessel containing the quantity of petroleum that remains after it is nominally empty is greater than that from a full or nearly full vessel in which the atmosphere is too rich to be explosive.

The aforesaid statement is applicable even to petroleum, class B, in bulk, because vessels in the open, exposed to the sun, may easily reach the flashing point temperature of the liquid which will under these conditions give off an inflammable and explosive forming vapour.

4. *Stations where facilities for dealing with tank wagons are provided.*—Stations provided with bulk oil installations, those not provided with bulk oil installations but to which booking of petroleum and other inflammable liquids, class B, in tank wagons is permissible and those where portable pumps of kerosene oil are fitted are listed in Appendix III/2.

Quantities to be loaded or handled

318. There is no restriction as to the quantity of petroleum and other inflammable liquids which may be loaded in a wagon, nor on the number of wagons containing such liquids which may be loaded or unloaded at any one time at a railway station.

Carriage of petroleum and other inflammable liquids with ordinary goods in wagons.

319. Subject to the loading restrictions contained in Rule 321 being observed, petroleum and other inflammable liquids may be carried with ordinary goods in the same wagon, provided that—

- (1) the wagon does not contain any articles or substances of combustible nature or other goods of a valuable nature likely to be damaged in the event of leakage, e.g., textile fabrics, paper goods, fibreboard cases;

and

- (2) the packages containing petroleum and other inflammable liquids are well separated from the other goods in the wagon.

Petroleum and Other Inflammable Liquids

320—322

Carriage of petroleum and other inflammable liquids in brake-van of passenger, mixed or parcels train.

320. Except as otherwise provided in column 6 of Table III, petroleum and other inflammable liquids shall not be carried in the brake-van of passenger, mixed or parcels train.

Wherever petroleum and other inflammable liquids are permitted to be carried in the brake-van—

- (1) the total quantity of all petroleum and other inflammable liquids in the brake-van of any one train at any one time shall not exceed 54.55 litres;
- (2) the loading restrictions contained in Rule 321 shall be observed;
- (3) packages containing petroleum and other inflammable liquids shall only be carried in the rear brake-van which should be well ventilated;

and

- (4) packages containing petroleum and other inflammable liquids must be placed as far as possible from other packages in the brake-van and from the tail light of the train.

Carriage of petroleum and other inflammable liquids with explosives and other dangerous goods prohibited.

321. Petroleum and other inflammable liquids shall not be conveyed in the same carriage with any matches or fuzes or appliances for producing ignition, or any explosives or other dangerous goods

Stowing in wagons

322.1. *Use of dunnage to prevent damage and leakage.*—Packages containing petroleum and other inflammable liquids should be compactly loaded so that they do not shift during transit.

Grass, hay, coir rope, hogla, sand bags, matting or other suitable material may be placed on the floor and between the layers of cans, drums and other receptacles and also used to fill empty spaces between the walls of the wagons and its contents. In the event of transhipment of contents, the dunnage material should also be transhipped and properly utilised.

Special care should be taken that the dunnage used does not protrude through any doors or openings in the wagons

The dunnage material will be provided by the consignor.

NOTE.—Over the Eastern Railway (Sealdah Division), bamboo mats used as dunnage for consignment of kerosene oil in tins (without outer wooden cases), will be carried free of charge when returned to the original booking station, provided the original invoice particulars are quoted.

2. *Drums.*—Drums containing petroleum and other inflammable liquids should, as far as possible, be loaded on end.

3. *Bottles, jars and carboys.*—Bottles, jars and carboys must not be loaded on top of other goods, nor should other goods be loaded on their top.

4. *Empty containers.*—Empty containers which have contained petroleum and other inflammable liquids must be loaded with bungs in such a position that the escape of any remnants of liquid is not possible.

Petroleum and Other Inflammable Liquids

323

Labelling, sealing and locking of wagons

323.1. "*Dangerous*" label to be affixed on wagon.—A "*Dangerous*" label as shown below shall be affixed to both sides of every wagon in which petroleum and other inflammable liquids are stored for despatch or delivery or while in transit:—

(For Class A Liquids)



NOTE.—(1) Background .. White.
Symbol and Lettering ... Black.

(2) Dimensions ... 3m. radius.

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol and the lower for the rest of the text, as indicated above.

Petroleum and Other Inflammable Liquids

323

(For Class B Liquids)



- NOTE.**—(1) Background .. White.
 Symbol and Lettering ... Black.
 (2) Dimensions ... 3m. radius.

- (3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol and the lower for the rest of the text, as indicated above.

Petroleum and Other Inflammable Liquids

323-325

Except on road vans on tranship or road van trains on which labels may be pasted on the sides of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when petroleum and other inflammable liquids are transported along with ordinary goods, irrespective of the quantity of petroleum and other inflammable liquids loaded in such wagons.

Such labels need not, however, be used when petroleum and other inflammable liquids are conveyed by passenger, mixed or parcels trains in brake-vans.

2. *Private labels*.—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

3. *Lead seals to be used*.—Lead seals only should be used for sealing of wagons containing petroleum and other inflammable liquids.

4. *Riveting or E.P. locking not allowed*.—Riveting or E.P. locking of wagons containing petroleum and other inflammable liquids is prohibited.

Shunting.

324.1. *Precautions to be observed during shunting operations*.—Shunting of wagons containing petroleum and other inflammable liquids shall not be carried out except under the superintendence of a duly authorised officer who shall ensure that during shunting operations:—

- (1) wagons containing petroleum and other inflammable liquids, class A, are separated from the locomotive by not less than three carriages not containing explosives or other dangerous goods or articles of inflammable nature, provided that when an electric (traction) or diesel (electric) locomotive is used, only one such carriage need intervene between the wagons containing petroleum and other inflammable liquids and the locomotive;
- (2) wagons containing petroleum and other inflammable liquids, class B, are separated from the locomotive by not less than one carriage not containing explosives or other dangerous goods or articles of inflammable nature;
- (3) the speed of all movements does not exceed 8 km. an hour;
and
- (4) no rough, hump, fly or loose shunting takes place.

2. *Exemption on certain sections*.—On the following sections, only one carriage not containing explosives or other dangerous goods or articles of inflammable nature, need intervene between the wagons containing petroleum and other inflammable liquids and the locomotive:—

Southern Railway:

Nilgiri.

Peralam—Karaikkal.

Western Railway:

Bhavnagar—Mahuva.

Joravarnagar—Sayla.

Morvi—Amran Road.

Morvi—Ghantila.

Morvi—Tankara.

Marshalling.

325.1 *Precautions to be observed during marshalling*.—(1) There is no restriction on the number of wagons containing petroleum and other inflammable liquids which may at any one time be attached to or be transported by any one train.

(2) Wagons containing petroleum and other inflammable liquids, which may be grouped together, should be placed as far away as practicable from the train locomotive.

Petroleum and Other Inflammable Liquids

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(3) Wagons containing petroleum and other inflammable liquids, class A, shall be separated by not less than three carriages not containing explosives or other dangerous goods or articles of inflammable nature from—

- (a) the train locomotive, provided that when an electric (traction) or diesel (electric) locomotive is used, only one such carriage need intervene between the wagons containing petroleum and other inflammable liquids, class A, and the locomotive;
- (b) the passenger carriages or the brake-van;
- (c) any other carriages containing explosives or other dangerous goods or articles of inflammable nature.

(4) Wagons containing petroleum and other inflammable liquids, class B, need only be separated by one carriage not containing explosives or other dangerous goods or articles of inflammable nature from the train locomotive or the passenger carriages or the brake-van or any other carriages containing dangerous goods or articles of inflammable nature, except that the number of such intervening carriages shall not be less than three when these other carriages contain explosives and not less than two when they contain gases, compressed, liquified or dissolved.

(5) Wagons containing petroleum and other inflammable liquids shall be close-coupled to the adjoining carriages and to each other.

2. Exemption on certain sections.—(1) On the following sections, only one carriage not containing explosives or other dangerous goods or articles of inflammable nature, need intervene between the wagons containing petroleum and other inflammable liquids, class A, and the locomotive or the passenger carriages or the brake-van or any other carriages containing explosives or other dangerous goods or articles of inflammable nature:—

Southern Railway:

Nilgiri.

Peralam—Karaikkal.

Western Railway:

Bhavnagar—Mahuva.

Joravarnagar—Sayla.

Morvi—Amran Road.

Morvi—Ghantila.

Morvi—Tankara.

(2) On the Darjeeling—Himalayan section of the Northeast Frontier Railway, wagons containing petroleum and other inflammable liquids need not be close-coupled.

3. Separation from the brake-van in certain special cases.—(1) In the case of a generator fitted brake-van, where the electrical equipment including the generator is totally enclosed and suitable glands to close the small openings left for cable entry are fitted, tank wagons containing petroleum and other hydro-carbon oils need be separated therefrom by only one wagon, provided that the intervening wagon and the brake-van do not contain explosives or other dangerous goods or articles of inflammable nature.

The equipment and fittings in the brake-van should, however, be thoroughly examined at the commencement of each journey to ensure that they are in proper order.

(2) A power plant bogie carrying not more than 90.91 litres of petrol and attached in the rear of the rear brake-van of vacuum-braked trains need have no carriage not containing explosives, other dangerous goods or articles of inflammable nature intervening between it and the brake-van.

4. Position of tank wagons on mixed trains.—Tank wagons containing petroleum and other inflammable liquids, class A, or fuel or kerosene oil, or empty tank wagons which have contained these liquids, when transported by mixed trains, must be attached in the rear of the passenger carrying vehicles.

5. Tank wagons containing petroleum and other inflammable liquids and liquid air and liquid oxygen not to be carried together.—Petroleum and other inflammable liquids in tank wagons, shall not be conveyed by any train by which liquid air or liquid oxygen is carried.

Petroleum and Other Inflammable Liquids

325—329

6. *Guard or dummy wagons.*—Whenever the requisite number of wagons not containing explosives or other dangerous goods or articles of inflammable nature are not available, empty wagons shall be used as guard or dummy wagons for separating, as required, the wagons containing petroleum and other inflammable liquids from the train locomotive, the passenger carriages or the brake-van or any other carriages containing explosives, other dangerous goods or articles of inflammable nature.

Notice of arrival.

326.1. *Notice to consignee on arrival of consignment.*—The station master of the destination station must see that notice of arrival of consignments of petroleum and other inflammable liquids is issued to the consignee in the prescribed form (for form see Annexure B) for all consignments received at his station and not removed on the date of unloading.

2. *Railway's right to recover wharfage and demurrage not affected by non-issue of arrival notice.*—Non-receipt or late receipt of the notice of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise.

327.1. *Delivery.*—Consignments of petroleum and other inflammable liquids shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. *Disposal if delivery not effected expeditiously.*—If the consignments are still on hand after the expiry of the free time allowed for their removal, a notice, as prescribed in Sections 55 & 56 of the Indian Railways Act should immediately be served on the consignee.

The notice, referred to, shall be in the form prescribed and given in Appendix III/3.

After the expiry of the period specified in the notice, referred to above, consignments still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 & 56 of the Indian Railways Act.

Transport of motor vehicles.

328.1. When motor vehicles are tendered to the railway for despatch, the quantity of petrol in the tank shall not exceed 9.09 litres, except that this quantity shall not exceed 2.27 litres in the case of motor cycles and scooters.

2. The consignor shall declare on the Forwarding Note that the quantity of the petrol left in the tank does not exceed the limit specified above.

3. No fire, naked light or smoking shall be allowed in or near the motor vans or wagons containing motor vehicles.

Weight for charge and days of acceptance.

329.1. *Smalls to be accepted on notified days and charged on actual weight.*—Consignments of petroleum and other inflammable liquids when tendered in smalls will be accepted for conveyance by rail on such days and over such sections as may be notified by the Railway Administration and will be charged on actual weight.

2. *Smalls which can be accepted on all days of the week and charged on actual weight.*—Notwithstanding what is stated in sub-rule 1 above, consignments of petroleum and other inflammable liquids may be accepted on all days and charged on actual weight when—

(1) ordinary goods traffic with which such petroleum and other inflammable liquids can be loaded is open for acceptance for the destinations concerned,

or

(2) the traffic is tendered for carriage in the brake-van of passenger, mixed or parcels train.

3. *Traffic in wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for charge as prescribed in column 2 of Table III.

Petroleum and Other Inflammable Liquids

330—334

Pre-payment of Freight.

330. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of petroleum and other inflammable liquids shall be pre-paid.

NOTE.—Pre-payment of freight is not compulsory in the case of the following:—

Batching oil.

Enamels and enamel paints (as Paints having a flashing point below 93.3°C, but not below 35°C—Division A).

Insecticides (fluid), inflammable, Classes A & B.

Pentachlorophenol dissolved in selected petroleum oils.

Petroleum and other Hydro-Carbon oils—Class B;

Aeromex oil.

Cleaning oil.

Cloza (mineral) oil.

Diesel oil.

Furnace oil.

Gas oil.

Heavy diesel oil.

High speed diesel oil.

Jet turbine fuel.

Kerosene or paraffin oil.

Light diesel oil.

Liquid fuel.

Marine diesel oil.

Naphtha solvent.

Refrigerator burning oil.

Tea drier oil.

Vapourising oil.

Road surface dressings, composed mainly of creosote, petroleum residue, pitch or tar oil.

Spirits, potable, imported.

Varnish having a flashing point below 93.3°C, but not below 35°C.

Varnish paints (as Paints having a flashing point below 93.3°C, but not below 35°C—Division B).

Charges for guard or dummy wagons.

331. Whenever it is necessary to attach empty wagons as guard or dummy wagons for the safety of a train carrying petroleum or other inflammable liquids, such wagons will be charged at the rate of 30 nP. per kilometre for each B. G. wagon and 20 nP. per kilometre for each M. G. or N. G. wagon.

Repairs to carriages.

332. Before any repairs or alterations are commenced in any part of a carriage in which petroleum and other inflammable liquids are being transported, all due precautions shall be taken to remove all such petroleum and other inflammable liquids.

Reports of accidents.

333. Whenever there occurs any accident connected with any consignment of petroleum and other inflammable liquids and attended with loss of life or serious injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned.

Saving.

334. Nothing in this Chapter shall be deemed to detract from the operation of the Petroleum Act, 1934, or the Petroleum Rules, 1937, wherever applicable.

Petroleum and other

TAB

Amount limited to 9.09 litres in each can, 18.18 litres in each jerican, and 295.48 litres in each drum.

Inflammable Liquid

Petroleum and Other Inflammable Liquids

LE III

Table III

Exceptional or Additional Rules regarding Marking and Labelling.	Exceptional or Additional Rules regarding carriage by Goods Train.	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules.
(See also Rules 308, 309 and 323-1)	(See also Rules 314, 315, 316, 317, 318 and 319).		(See also Rules 321, 322, 324 and 325).
4	5	6	7

A.

which have flashing
24'4°C.

(1) May be carried in tank wagons.

May be carried in the rear brake-van.

Liquids marked† in column 1 must not be loaded with foodstuffs or food-stuff empties.

(2) On the North east Frontier Railway, liquids marked* in column 1 may be carried in wagons by mixed or parcels trains even when goods trains are running.

Petroleum and other Inflammable Liquids**Table III**

Name of Liquid.	General Classification.		W/-or C.C. weight conditions under which wagon-load rates apply.				Remarks	Packing. (See also Rule 307).
	Smalls.	Wagon loads.	B.G.	M.G.	N.G.			
I	2					3		
Other Inflammable Liquids.								
Amyl Alcohol	180-B	170-B	100	80	55	..	(1) In stoneware jars or glass stoppered bottles, standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, woodashes, chalk or sand.	
Carbon Disulphide (Carbon bisulphide)	180-B	170-B	100	80	55	..		
Collodion (Pyroxylin) Solution.	180-B	170-B	110	90	65	..		
Ether, butyric (Ethyl butyrate.)	180-B	170-B	100	80	55	..	Amount limited to one jar or bottle per case, or 27·27 litres per case when packed in 0·45 kg. bottles.	
Ether, formic (Ethyl formate).	180-B	170-B	100	80	55	.		
Ethyl acetate (Acetic ether).	180-B	170-B	100	80	55	..	(2) In strong metal cans or drums, provided with screw stoppers and caps soldered on.	
Fusel oil	180-B	170-B	110	90	65	..	Amount limited to 9·09 litres per can and 340·94 litres per drum. (3) An air space of not less than 10% shall be left in all containers containing Carbon Disulphide (Carbon bisulphide).	
Ether(Ether Sulphuric, Diethyl ether, Ether anesthetic).	145-B	135-B	100	80	55		(1) In stoneware jars or glass stoppered bottles standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand. Amount limited to one jar or bottle per case, or 27·27 litres per case when packed in 0·45 kg. bottles.	

Petroleum and other Inflammable Liquids

Table III

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323.1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7

(1) The Deputy Assistant Director General (Medical Stores), Calcutta, Madras and Bombay, may despatch in the rear brake-van "Ether" upto a limit of 12.7 kg. net weight of the contents provided, it is packed in phials each not exceeding 113.39 gms. capacity, and each embedded in whiting,

Petroleum and other Inflammable Liquids

Table III

Name_of Liquid.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 307).
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
I	2					3	
Other Inflammable Liquids.—contd.							
							(2) In strong metal cans or drums, provided with screw stoppers and caps soldered on.
							Amount limited to 9.09 litres per can and 340.94 litres per drum.
							(3) When required for bonafide medical purposes, may also be carried in 0.45 kg. copper lined tins hermetically sealed in original packing, i.e., 0.45 kg. tins packed in a carton, each case containing 50 such tins.
							(4) An air space of not less than 10% shall be left in all containers.
Vinyl Ether (Di-Vinyl Ether, vinesthene).	180-B	170-B	100	80	55	..	(1)* In stoneware jars or glass-stoppered bottles, standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand. Amount limited to one jar or bottle per case, or 27.27 litres per case when packed in 0.45 kg. bottles. (2) In strong metal cans or drums, provided with screw stoppers and caps soldered on.

Petroleum and other Inflammable Liquids**Table III**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323-1).	Exceptional or Additional Rules regarding carriage by Goods Trains. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7

sand or saw-dust in separate wooden partitions in wooden cases.

(2) Ether required for bonafide medical purposes may also be carried in the rear brake-van upto a limit of 12.7 kg. net weight of the contents in 0.45 kg. copper lined tins, hermetically sealed, provided that each 0.45 kg. tin is embedded in sand or saw dust in separate partitions in wooden cases.

May be carried in the rear brake-van upto a limit of 12.7 kg. net weight of the contents-when packed as laid down in item (3) in column 3.

Petroleum and other Inflammable Liquids**Table III**

Name of Liquids.	General Classification		W/-or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 307).
	Smalls.	Wagon loads.	B.G.	M.G.	N.G.		
1	2					3	
Absolute alcohol	130-B	120-B	<div> <div>C.C.</div> <div>110</div> </div>	<div> <div>C.C.</div> <div>90</div> </div>	<div> <div>C.C.</div> <div>65</div> </div>	<div>In tank wagons.</div> <div>Not in tank wagons.</div>	<p>Amount limited to 9.09 litres per can and 340.94 litres per drum.</p> <p>(3) In glass ampules packed in card-board boxes, lined and interleaved with corrugated paper. These card board boxes must be wrapped in cellophane paper and packed in strong wooden boxes with straw or saw-dust and bound by 1.27 cm. hoop iron.</p> <p>(4) An air space of not less than 10% shall be left in all containers.</p>
Acetone	180-B	170-B	<div> <div>C.C.</div> <div>100</div> </div>	<div> <div>C.C.</div> <div>80</div> </div>	<div> <div>C.C.</div> <div>55</div> </div>	<div>In tank wagons.</div> <div>Not in tank wagons.</div>	<p>(1) In stoneware jars or glass-stoppered bottles, standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand.</p> <p>Amount limited to one jar or bottle per case, or 27.27 litres per case when packed in 0.45 kg. bottles.</p>
Butyl alcohol	180-B	170-B	<div> <div>C.C.</div> <div>100</div> </div>	<div> <div>C.C.</div> <div>80</div> </div>	<div> <div>C.C.</div> <div>55</div> </div>	<div>In tank wagons.</div> <div>Not in tank wagons.</div>	<p>(2) In strong metal cans or drums. Amount limited to 9.09 litres in each can and 295.48 litres in each drum.</p>
Boot Polishes	100-B	92.5B	150	110	65	..	Tins or bottles packed in cases or casks.

Petroleum and other inflammable Liquids**Table III**

Exceptional or Additional Rules regard- ing Marking and La- belling. (See also Rules 308, 309 and 323-1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passen- ger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325)
4	5	6	7

.. May be carried in
tank wagons.

Petroleum and other inflammable Liquids**Table III**

Table II

Name of Liquid	General Classification	W/-or C C weight conditions under which wagon-load retes apply				Remarks	Packing (See also Rule 307).
		Smalls.	Wagon loads	B G	M G	N G	

1

2

3

Other Inflammable Liquids—contd.

French polish	92 5-B	85-B	150	110	65	(1) In stoneware jars or glass-stoppered bottles, standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand Amount limited to one jar or bottle per case, or 27.27 litres per case when packed in 0.45 kg bottles (2) In strong metal cans or drums Amount limited to 9.09 litres in each can and 295.48 litres in each drum		
Industrial alcohol	100-B	92 5B	{	C C	C C	C C	In tank wagons	do
Denatured mowha spirit				100	80	55	Not in tank wagons	
Denatured spirit, ordinary								
Denatured spirit, special								
Methylated spirit								
Isopropyl alcohol	180-B	170-B	100	80	55			do
Methanol (Methyl alcohol, wood alcohol)	180-B	170-B	{	C C	C C	C C	In tank wagons	do.
				100	80	55	Not in tank wagons	
Methyl Ethyl Ketone (Methyl acetone)	180-B	170-B	110	90	65			do
Naphtha, mineral	120-B	110-B	{	C C	C C	C C	In tank wagons	do
				100	80	55	Not in tank wagons	

Petroleum and Other Inflammable Liquids**Table III**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323.1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Pass- enger, Mixed or Parcels train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7
..
..	May be carried in tank wagons.	..	..
..
..	May be carried in tank wagons.	..	..
..
..	May be carried in tank wagons.	..	..

Petroleum and Other Inflammable Liquids

Table III

Name of Liquid.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing (See also Rule 307).
	Small's.	Wagon-loads.	B.G.	M.G.	N.G.		
Other Inflammable Liquids—contd.							
Naphtha, solvent	120-B	110-B	{ C.C. 100	{ C.C. 80	{ C.C. 55	{ In tank wagons. Not in tank wagons.	(1) In stoneware jars or glass-stoppered bottles, standing upright in wooden cases filled with chaff or saw-dust mixed with coal dust, wood ashes, chalk or sand. Amount limited to one jar or bottle per case, or 27.27 litres per case when packed in 0.45 kg. bottles. (2) In strong metal cans or drums.
Pliobond	180-B	170-B	150	110	65	..	do.
Power alcohol	120-B	110-B	{ C.C. 110	{ C.C. 90	{ C.C. 65	{ In tank wagons. Not in tank wagons.	do.
Power alcohol mixture	120-B	110-B	{ C.C. 100	{ C.C. 80	{ C.C. 55	{ In tank wagons. Not in tank wagons.	do.
Rectified spirit (50% over proof and above).	100-B	92.5-B	{ C.C. 100	{ C.C. 80	{ C.C. 55	{ In tank wagons. Not in tank wagons.	do.
Spirit Varnish	100-B	92.5-B	100	80	55	..	do.
Toluol	120-B	110-B	{ C.C. 100	{ C.C. 80	{ C.C. 55	{ In tank wagons. Not in tank wagons.	do.
Wood naphtha or wood spirit.	145-B	135-B	{ C.C. 100	{ C.C. 80	{ C.C. 55	{ In tank wagons. Not in tank wagons.	do.
Xylol	120-B	110-B	100	80	55	..	do.

Petroleum and Other Inflammable Liquids

Table III

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323-1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Pass- enger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7
..	May be carried in tank wagons.	..	..
..
..	May be carried in tank wagons.	..	..
..	do.	..	..
..	do.	..	..
..
..	May be carried in tank wagons.	..	..
..	do.	..	..
..

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid	General	W/- or C.C. weight			Remarks.	Packing. (See also Rule 307)
	Classification	conditions under which wagon-load rates apply				
	Smalls	Wagon- loads	B.G.	M.G.	N.G.	
1	2					3
Other Inflammable Liquids.—contd.						
Spirits, potable, im- ported.	130-B	120-B	110	90	65	.. In securely closed bott- les or tins, packed in strong wooden cases. Amount limited to 27·27 litres per case. The case should be bound lengthwise and breadthwise or at both ends with steel strappings or steel wire fastened under tension, se- curely clipped to the planks and sealed.
Spirits, potable, im- ported.	115-B	105-B	110	90	65	.. In strong metal cans or drums. Amount limited to 9·09 litres in each can and 295·48 litres in each drum.
Spirits, potable, indi- genous.	110-B	100-B	110	90	65	.. (1) In securely closed bottles or tins, pack- ed in strong wooden cases. Amount limited to 27·27 litres per case. The case should be bound lengthwise and breadthwise or at both ends with steel strappings or steel wire fastened under tension, se- curely clipped to the planks and seal- ed.

Petroleum and other Inflammable Liquids
Table III

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 308, 309 and 323-1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 320)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321, 322, 324 and 325).
4	5	6	7

..	..	May be carried in the rear brake-van.	..
----	----	--	----

..	..	Do.	
----	----	-----	--

..	..	Do.	..
----	----	-----	----

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid	General Classification		W/-or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing
	Small	Wagon-loads	B.G.	M.G.	N.G.		(See also Rule 307).
1	2					3	
Other Inflammable Liquids—<i>contd.</i>							
							(2) In strong metal cans or drums. Amount limited to 9.09 litres in each can and 295.48 litres in each drum.
Cellulose acetate Dope.	180-B	170-B	110	90	65	..	(1) In cans upto 68.18 litres capacity, or drums and barrels upto 454.59 litres capacity, securely closed so as to prevent leakage. (2) In luted and tied over stoppered bottles or hermetically sealed tins, not exceeding 4.54 litres in capacity, securely packed in saw-dust or straw or rice husk in cases. (3) In 4.54 litres taperneck cans, securely closed in saw-dust or rice husk in cases. A maximum of 8 cans may be packed in any one case, provided the cans are segregated in the case by wooden partitions. (4) In stoneware jars or bottles, not exceeding 4.54 litres in capacity, securely closed with well-fitting wired-down corks, and wicker covered to the neck and over the cork.
Enamels, nitro-cellulose.	180-B	170-B	110	90	65	..	
Lacquers, nitro-cellulose	180-B	170-B	110	90	65	..	
Nitro-cellulose Dope	180-B	170-B	110	90	65	..	
Paints, nitro-cellulose	180-B	170-B	110	90	65	..	
Polishes, nitro-cellulose	180-B	170-B	110	90	65	..	
Stains, nitro-cellulose	180-B	170-B	110	90	65	..	
Varnishes, nitro-cellulose.	180-B	170-B	110	90	65	..	

Petroleum and other Inflammable Liquids**Table III**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323-1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 320)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321 322, 324 and 325).
4	5	6	7

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid.	General Classification.		W/-or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 307).
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
1	2						3

Other Inflammable Liquids.—contd.

							<p>(5) In tins, containing not more than 4.54 litres of liquid each, securely closed, packed in saw-dust or rice husk in cases.</p> <p>A maximum of 8 tins may be packed in any one case provided the tins are segregated in the case by wooden partitions.</p>
Cements, compositions, paints, polishes, and other articles partly composed of highly inflammable liquids.	180-B	170-B	110	90	65	..	<p>(1) In drums not exceeding 227.29 litres in capacity, and securely closed so as to prevent leakage.</p> <p>(2) In hermetically sealed tins or bottles, packed in saw-dust or rice husk in cases.</p> <p>(3) In securely closed tins, containing not more than 2.27 litres of liquid each, packed in saw-dust or rice husk in cases.</p>
Paint thinners	120-B	110-B	150	110	65	..	Do.
Insecticides (fluid), inflammable.	65-B	57.5B	110	90	65	..	<p>(1) In iron or steel drums.</p> <p>(2) In strong tins, securely closed, and packed in wooden cases.</p> <p>(3) In glass bottles, securely closed, in cardboard boxes packed with wood wool in wooden cases.</p>

Petroleum and Other Inflammable Liquids
Table III

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 308, 309 and 323-I).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321, 322, 324 and 325).
4	5	6	7
..
..
..	Must not be loaded with foodstuffs and foodstuff empties.

Petroleum and other Inflammable Liquids**Table III**

Name of Liquid	General Classification	W/-or C.C. weight conditions under which wagon-load rates apply.			Remarks	Packing (See also Rule 307)	
		Smalls	Wagon- loads	B.G. M.G. N.G.			
1	2					3	
Other Inflammable Liquids.—contd.							
Paint and varnish re- movers.	180-B	170-B	110	90	65	..	(1) In cans or drums, not exceeding 227.29 litres in capacity, securely closed so as to pre- vent leakage. (2) In hermetically sealed tins or bot- tles of not more than 4.54 litres capacity, packed in saw-dust or rice husk in cases. (3) In securely closed tins, containing not more than 2.27 litres of liquid each, packed in saw-dust or rice husk in cases. A maximum of 16 tins may be packed in any one case, provided the tins are segregated in the case by wooden partitions.
Plastic wood compo- sition	180-B	170-B	110	90	65	..	(1) In securely closed iron or steel drums. (2) In securely closed tins, in wooden cases. (3) In air-tight col- lapsible tubes packed in saw-dust or rice husk in stout card-board boxes or cartons as an inner package, each such inner package to contain not more than 0.45 kg. of composition, and to be packed in an outer package made of wood, with (contd.)

Petroleum and other Inflammable Liquids

Table III

Exceptional or Additional Rules regarding Marking and Labelling	Exceptional or Additional Rules regarding carriage by Goods Train	Exceptional Rules regarding carriage in brake-van of Passenger. Mixed or Parcels Train (See also Rule 320)]	Exceptional or Additional Stowage and Carriage Rules
(See also Rules 308, 309 and 323·1)	(See also Rules 314, 315, 316, 317, 318 and 319)		(See also Rules 321, 322, 324 and 325).
4	5	6	7

Over the Jodhpur Division of the Northern Railway, Plastic wood composition can be carried by mixed or passenger train under the following conditions:—

(1) The packages may be carried in the rear brake-van which should be well ventilated up to a limit of 2·27 kilograms in one train.

(2) They must be placed as far as pos-

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid	General Classification		W/-or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
							(See also Rule 307).
	1			2			3
Other Inflammable Liquids.—<i>contd.</i>							
							(<i>contd.</i>)
							sides not less than 1.59 cm, thick and 1.9 cm. thick strongly bound with hoop iron or crescent wire, and containing a total of not more than 4.53 kg. of composition.
Plastic Wood Composition.—(<i>concl.</i>)							(4) In air-tight collapsible tubes, each containing not more than 28.34 gms. of composition, packed in saw-dust or rice husk in stout cardboard boxes or cartons as an inner package, each such inner package to contain not more than 0.45 kg. of composition, and to be packed in an outer package made of wood with sides not less than 1.59 cm. thick, and ends 1.9 cm. thick, strongly bound with hoop iron or crescent wire, and containing a total of not more than 13.6 kg. of composition.
Rubber solution	180-B	170-B	150	110	65	..	(1) In iron or steel drums or cans, strongly made and securely closed so as to prevent leakage. (2) In air-tight tins, packed in saw-dust or rice husk in a wooden box as an inner package, or in air-tight collapsible tubes packed in saw-dust or rice (<i>contd.</i>)

Petroleum and Other Inflammable Liquids
Table III

Exceptional or Additional Rules, regarding Marking and Labelling	Exceptional or Additional Rules, regarding carriage by Goods Train.	Exceptional Rules regarding carriage in brake-van of Passen- ger, Mixed or Parcels Train	Exceptional or Additional Stowage and Carriage Rules
<i>See also Rules 308, 309 and 323·1)</i>	<i>(See also Rules 314, 315, 316, 317, 318 and 319)</i>	<i>(See also Rules 320)</i>	<i>(See also Rules 321, 322, 324 and 325)</i>
4	5	6	7

sible from other
packages in the rear
brake-van and from
the rear tail light
of the Train.

Petroleum and other Inflammable Liquid**Table III**

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 308, 309 and 323·1)	Exceptional or Additional Rules regarding carriage by Goods Train (See also Rules 314, 315, 316, 317, 318 and 319)	Exceptional Rules regarding carriage in brake-van of Passen- ger, Mixed or Parcels Train (See also Rule 320)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321, 322, 324 and 325)
4	5	6	7

..

..

..

..

..

..

..

..

Petroleum and other Inflammable Liquids

Table III

Name of Liquid	General Classification	W/or C.C. weight conditions under which wagon-load-rates apply	Remarks	Packing (See also Rule 307)
	Wagon-Small loads	B.G. M.G. N.G.		
I	2		3	

CLASS

(Liquids the point at 24.4°C

Petroleum & Other Hydro-Carbon Oils.

Aeromex oil . Cleaning oil . Colza (mineral) oil . Diesel oil . Furnace oil . Gas oil . Heavy diesel oil . High speed diesel oil . Jet turbine fuel . Kerosene or paraffin oil . Light diesel oil . Liquid fuel . Marine diesel oil . Naphtha solvent . Refrigerator burning oil . Tea drier oil . Vapourising oil .	65-B	57.5-B	{	C.C.	C.C.	C.C.	In tank wagons.	(1) In air-tight tins, packed in wooden cases. (2) In drums of steel or iron or in other strong and well made receptacles. (3) In bottles, corked and sealed, packed in straw or saw-dust or rice husk and secured in wooden cases. (4) Liquid fuel may also be packed in wooden casks, provided the flashing point is at or above 65.6°C.
				110	90	65	Not in tank wagons	
	Batching oil .	72.5-B	65-B	{	C.C.	C.C.	C.C.	In tank wagons
					110	90	65	Not in tank wagon
								Do.

Petroleum and other Inflammable Liquids**Table III**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323·1).	Exceptional or Additional Rules regarding carriage by goods Train. (See also Rules 314, 315, 316, 317, 318 and 319)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324, and 325).
4	5	6	7

B.

Vapours of which have flashing and higher temperature.

May be carried in tank wagons.

May be carried in the rear brake-van.

When air-tight tins are not packed in outer wooden cases, and the consignment is tendered as a wagon-load, suitable dunnage, as indicated in Rule 322·1 must be used.

Do.

Do.

Do.

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing. (See also Rule 307)	
	Smalls	Wagon-loads	B.G.	M.G.	N. G.			
1	2					3		
Petroleum and Other								
Hydro-Carbon Oils—<i>concd.</i>								
Mineral turpentine .	100-B	92·5-B	{	C.C. 150	C.C. 110	C.C. 65	In tank wagons. Not in tank wagons.	(1) In air-tight tins, packed in wooden cases. (2) In drums of steel or iron or in other strong and well made receptacles. (3) In bottles, corked and sealed, packed in straw or saw-dust or rice husk and secured in wooden cases. (4) Liquid fuel may also be packed in wooden casks, provided the flashing points is at or above 65·6°C.
Powerine .	65-B	57·5-B	{	C.C. 110	C.C. 90	C.C. 65	In tank wagons. Not in tank wagons.	Do.
Other inflammable liquids.								
Bituminous solution (paint).	82·5-B	75-B		150	110	65	..	(1) In casks, iron or steel drums or cans, strongly made and securely closed so as to prevent leakage. (2) In hermetically sealed tins or bottles, packed in saw-dust or rice husk in cases.

Petroleum and Other Inflammable Liquids

Table III

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 308, 309 and 323-1).	Exceptional or Additional Rules, regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passen- ger, Mixed or Parcels Train. (See also Rule 320)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7

May be carried in
wagons

May be carried in the
rear brake-van.

When air-tight tins
are not packed in
outer wooden cases
and the consign-
ment is tendered as a
wagon-load, suitable
dunnage, as indicated
in Rule 322-1 must
be used.

..

Do.

Do.

Do.

..

..

May be carried in the
rear brake-van.

..

Petroleum and Other Inflammable Liquids

Table III

Name of Liquid	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing. (See also Rule 307)
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
1	2					3	
Other Inflammable Liquids—(contd.)							
Bituminous solution (paint)— <i>concd.</i>							(3) In securely closed tins, containing not more than 2·27 litres of liquid each, packed in saw-dust or rice husk in cases. (4) Paints and varnishes may be accepted in fiberite packing cases, provided the inner containers are tins. (5) Hydraulic brake fluid imported from abroad may be accepted in tins packed in card-board cartons, each carton containing a maximum of 12 tins.
Cements, compositions, paints, polishes and other articles partly composed of inflammable liquids.	145-B	135-B	150	110	65	..	Do.
Enamels and enamel paints [as Paints having a flashing point below (93·3°C.) but not below 35°C. Division A.].	100-B	92·5-B	170	110	65	..	Do.
Hydraulic brake fluid	92·5-B	85-B	100	80	55	..	Do.
Polishes, dressings, stains and cleaning compounds, partly composed of inflammable liquids.	100-B	92·5-B	150	110	65	..	Do.
Varnish paints [as Paints having a flashing point below 93·3°C. but not below 35°C Division B.]	82·5-B	75-B	170	110	65	..	Do.

Petroleum and Other Inflammable Liquids

Table III

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309, and 323-1).	Exceptional or Additional Rules regarding carriage by Goods train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rule regarding carriage in brake-van of Passen- ger, Mixed or Parcels Train. (See also Rule 320)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7
..	..	May be carried in the rear brake-van.	..
..	..	Do.	..
..	..	Do.	..
..	..	Do.	..
—			
..	..	Do.	..

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid.	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 307).
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
1	2					3	
Other Inflammable Liquid. —<i>contd.</i>							
Amyl acetate	130-B	120-B	130	105	65	..	(1) In casks, or iron or steel drums or cans. (2) In luted and tied-over stoppered bottles, not exceeding 2·27 litres in capacity, well embedded in straw and packed in hampers. (3) In carboys not exceeding 45·45 litres in capacity. Carboys must be packed securely in iron, wooden or wicker-work crates. There must be a minimum thickness of 2·54 cm. of straw packing between the carboy and the crate. The straw packing in the carboy crate, when handed over to the Railway Administration, must be sufficiently damp to prevent fire. Carboys shall be closed liquid-tight and provided with a well-fitting stopper which must be well-luted. The necks of the carboys shall be exposed.
Butyl acetate	130-B	120-B	185	126	65	..	Do.
Isoamyl acetate	130-B	120-B	185	125	65	..	Do.

Petroleum and Other Inflammable Liquids

Table III

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 308, 309 and 323.1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7
..	..	May be carried in the rear brake-van when packed as laid down in Items (1) and (2) in column 3.	..
..	..	do.	..
..	..	do.	..

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid.	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks	Packing.
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
(See also Rule 307).							
1	2					3	
Other Inflammable Liquids—<i>contd.</i>							
Cleansing and washing fluids, inflammable.	180-B	170-B	150	110	65	..	(1) In tins, securely closed, packed in cases. (2) In tins, securely closed, packed in cardboard cartons in fibre-board cases. (3) In iron or steel drums.
Insecticides (fluid), inflammable.	65-B	57·5-B	110	90	65	..	(1) In air-tight tins packed in wooden cases. (2) In drums of steel or iron or in other receptacles, not easily broken. (3) In bottles, corked and sealed. When in bottles, the must be packed in straw or saw-dust or rice husk and secured in wooden cases. (4) In wooden casks provided the flashing point of the liquid is at or above 65·6°C.
Paint thinners	100-B	92·5-B	150	110	65	..	(1) In iron or steel drums, or in tins packed in wooden cases. (2) In corked and capsuled bottles, securely packed in wooden cases.
Rosin spirit	92·5-B	85-B	150	110	65	..	do.
Turpentine, oil or spirits of.	100-B	92·5-B	150	110	65	..	do.
Turpentine substitutes (White spirit)	92·5-B	85-B	150	110	65	..	do.
Varnish having a flashing point below 93·3°C. but not below 35°C.	82·5-B	75-B	150	110	65	..	do.
Varnish, N. O. C.	100-B	92·5-B	150	110	65	..	do.

Petroleum and Other Inflammable Liquids**Table III**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323.1).	Exceptional or Additional Rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van* of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321, 322, 324 and 325).
4	5	6	7
..	..	May be carried in the rear brake-van.	..
..	Must not be loaded with foodstuffs or foodstuff empties.
...	..	May be carried in the rear brake-van.	..
..	.	do.	..
..	..	do.	..
..	.	do.	..
..	..	do.	..
..	..	do.	..

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid.	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks.	Packing.
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
I	2					3	
Other Inflammable Liquids.—contd.							
Pentachlorophenol dissolved in selected petroleum oils.	70-B	62·5-B	110	90	65	..	(1) In air-tight tins, packed in wooden cases. (2) In drums of steel or iron or in other strong and well-made receptacles. (3) In bottles, corked and sealed, packed in straw or saw-dust or rice husk and secured in wooden cases. (4) Rosin oil may also be packed in wooden casks, provided the flashing point is at or above 65·6°C.
Pine oil	92·5-B	85-B	150	110	65	..	do
Refined pine tar	92·5-B	85-B	150	110	65	..	do
Rosin oils	120-B	110-B	150	110	65	..	do
Turpene	120-B	110-B	150	110	65	..	do
Boot polishes	100-B	92·5-B	150	110	65	..	Tins or bottles in cases or casks or tins in card-board cartons packed in fibre-board cases, or tins packed in saw-dust or other suitable material in fibre-board cases.
Rubber solution	180-B	120-B	150	110	65	..	(1) In casks, iron or steel drums or cans, securely closed so as to prevent leakage. (2) In air-tight tins packed in saw-dust or rice husk in a wooden box as an inner package or in air-tight collapsible tubes packed in saw-dust or rice

Petroleum and Other Inflammable Liquids
Table III

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323·1).	Exceptional or Additional rules regarding carriage by Goods Train. (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321, 322, 324 and 325).
4	5	6	7

..

..

May be carried in the rear brake-van.

..

..

do

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..

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do

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do

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do

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do

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Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid	General Classification	W/-or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing
		Smalls.	Wagon-loads	B.G. M.G. N.G.		
I						3
Other Inflammable Liquids.—concl'd. Rubber solution.—concl'd.						
						husk in stout card-board boxes or cartons as an inner package, each such inner package to contain not more than 0.45 kg. of rubber solution, and to be further packed in an outer package made of wood with sides not less than 1.59 cm. thick and ends 1.9 cm. thick, strongly bound with hoop iron or crescent wire and containing a total of not more than 4.53 kg. of rubber solution. (3) In air-tight collapsible tubes, each containing not more than 28.34 gms. of rubber solution, packed in saw-dust or rice husk in stout card-board boxes or cartons as an inner package, each such inner package to contain not more than 0.45 kg. of rubber solution and to be further packed in an outer package made of wood with sides not less than 1.59 cm. thick and ends 1.9 cm. thick strongly bound with hoop iron or crescent wire and to contain a total of not more than 13.6 kg. of rubber solution.
Road surface dressings, composed mainly of creosote, petroleum residue, pitch or tar oil.	72.5-1	65-B	185	125	65	.. In drums.

Petroleum and Other Inflammable Liquids
Table III

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 308, 309 and 323.1).	Exceptional or Additional Rules regarding carriage by Goods Train (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Pas- senger, Mixed or Parcels Train. (See also Rules 320).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 321, 322, 324 and 325).
4	5	6	7

..

..

May be carried in the
rear brake-van.

..

Petroleum and Other Inflammable Liquids**Table III**

Name of Liquid	General Classification	W/- or C.C. weight conditions under which wagon-load rates apply				Remarks	Packing. (See also Rule 307)
		Wagon Smalls. loads.	B.G.	M.G.	N.G.		
1			2				3
Weed killer, liquid (non-poisonous).	65-B]	57.5-B]	110	90	65	..	(1) In casks. (2) In drums or cans. (3) In tins, packed in cases.

Petroleum and Other Inflammable Liquids**Table III.**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules, 308, 309 and 323·1)	Exceptional or Additional Rules regarding carriage by Goods Trains (See also Rules 314, 315, 316, 317, 318 and 319).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 320).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 321, 322, 324, and 325).
4	5	6	7
..	..	May be carried in the rear-brake van.	..

Appendix III/1
(Rule 307/2)

APPENDIX III/1.

Specifications for receptacles for petroleum and other inflammable liquids class A.

1. No receptacle shall be of more than 295·48 litres capacity excluding the air space prescribed in sub-rule 307·2(1).

2. The receptacles shall have the following thickness of metal:—

Capacity exclusive of the prescribed air space	Not less than	
Not exceeding 9·09 litres	27	Birmingham Gauge.
Exceeding 9·09 litres but not exceeding 18·18 litres	22	do.
Exceeding 18·18 litres but not exceeding 136·37 litres	18	do.
Exceeding 136·37 litres but not exceeding 204·56 litres	17	do.
Exceeding 204·56 litres	16	do.

Provided further that the Chief Inspector of Explosives may, by a written order, permit the use, in any particular case, of receptacles having thickness of metal less than that specified above.

3. The receptacles shall be so constructed and secured as not to be liable to become defective, leaky or insecure in transit.

4. The receptacles shall bear a branded, stamped, embossed or printed warning, exhibiting in conspicuous characters the words "Petrol" or "Motor Spirit" or an appropriate equivalent, indicating the nature of the contents.

Appendix III/2
(Rule 317/4)

APPENDIX III/3

·LIST 'A'

List of stations provided with bulk oil installations

The commodities for which bulk oil installations are provided are shown against the stations concerned by abbreviations as follows:—

a—aviation spirit;	l—liquid fuel;
b—barching oil;	ldo—light diesel oil;
c—crude oil;	m—mineral turpentine oil;
d—diesel oil;	ms—motor spirit;
f—furnace oil;	p—petrol;
hsd—high speed diesel oil;	po—powerine oil;
k—kerosene oil;	s—solvent oil.

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil installations are provided
Central	Ahmadnagar	d, k, p.
	Akola	d, k, p.
	Amraoti	d, k, p.
	Aurangabad	k, p.

Appendix III/2
(Rule 337.4)

APPENDIX III/2.—contd.

LIST 'A'—contd.

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil installations are provided
Central—contd.	Badnera	k.
	Banda	d, k, p.
	Belangan ¹	d, k, p.
	Belapur	d, k.
	Betul	k.
	Bhigwan	d, k.
	Bhongir	k.
	Bhopal	d, k, p.
	*Burhanpur	d, k, p.
	Chanda	k.
	Damoh	k.
	Dhamangaon	k.
	Dhond	d, k.
	Dhulia	d, k, p.
	Gardarwara	k.
	Gulbarga	d, k, p.
	Gwalior	d, k, p.
	Harda	c, d, k.
	Hinganghat	d, k.
	Hyderabad (Dn.)	d, k.
	Itwari	k.
	Jalgaon	k, p.
	Jalna	k, p.
	Jeur	d, k.
	Jhansi	d, k, p.
	Jubbulpore	d, k, p.
	Kalyan	k, p.
	Karjat	k, p.
	Katni	k.
	Khamgaon	d, k, p.
	Khammameth	k.
	Khandwa	d, k, p.
	Kopergaon	d.
	Kurduwadi	k.
	Kurnool Town	k, p.
	Mahoba	d, k, p.
	Malkapur	k, p.
	Manmad	k, p.
	Mathura	d, k, p.
	Murtazapur	d, k, p.
	Nagpur	d, k, p.
	Nander	k, p.
	Narsinghpur	k.
	Nasik Road	d, k, p.
	Nizamabad	p.

Appendix III/2
(Rule 317-4).

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown by abbreviations) for which bulk oil installations are provided.
Central—concl'd.	Pachora	d, k, p.
	Parbhani	k.
	Pipariya	k.
	Poona	k, p.
	Pulgaon	d, k.
	Sanatnagar	k.
	Satna	d, k, p.
	Saugor	d, k, p.
	Secunderabad (B. G.)	d, k, p.
	Shegaon	k.
	Sholapur	d, k, p.
	Talegaon	k.
	Tandur	k.
	Warangal	d, p.
	Wardha	k, p.
	Warora	d, k.
	Yadgiri	k.
	Yeola	k.
Eastern.	Arrah	k, p.
	Asansol	k, p.
	Baidyanathdham	k.
	Barakar	k.
	Baruipur	k.
	Bhagalpur	k, p.
	Boinchee	k.
	Budge-Budge	k, p.
	Burdwan	k, p.
	Buxar	k, p.
	Daltonganj	k, p.
	Dhanbad	k, p.
	Gaya	k, p.
	Giridih	k, p.

Appendix III/2.

(Rule 317'4).

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown by abbreviations) for which bulk oil installations are provided.
Eastern—concl'd.	Hazaribagh Road	p.
	Jamalpur	k.
	Jehanabad	k, p.
	Jharia	k.
	Kalighat	k, p.
	Katrasgarh	k.
	Kodarma	p.
	Kusunda	k.
	Luckeesarai	k, p.
	Magra Hat	k.
	Monghyr	k, p.
	Mughal Sarai	k, p.
	Nabadwip-Dham	k.
	Narculdanga	k, p.
	Nawadah	k, p.
	Patna Jn.	k, p.
	Patna Ghat	k, p.
	Rafiganj	k, p.
	Rampore Haut	k, p.
	Ranaghat	k.
	Ranchi Road	p.
	Raniganj	k.
	Sahibganj	k.
	Sasaram	k, p.
	Sheikhpura	k, p.
	Sultanganj	k, p.
	Tarakeswar	k.
	Warisaliganj	k, p.
Northern	Aligarh	d, k, l, p.
	Allahabad	d, k, l, p.
	Ambala cant.	d, k, p.

Appendix III/2

Rule (317 4).

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown by abbreviations) for which bulk oil installations are provided.
Northern—contd.	Ambala City	d, k.
	Amethi	p.
	Amritsar	k, p.
	Bambrauli	k, p.●
	Barabanki	k, p.
	Bareilly	d, k, p, s.
	Batala	k, p.
	Bhagat-ki-Kothi	k, p.
	Bikaner	had, k, ldo, ms, po.
	Chandauli	k.
	Dehra Dun	d, k, p, s.
	Delhi	d, k.
	Etawah	d, k, l, p.
	Faizabad	k, p.
	Farakhabad	k, p.
	Fatehpur	k.
	Ferozepore Cant	k, p.
	Ferozepore City	k, p.
	Gauriganj	p.
	Hathras Kilah	d, k, l, p.
	Hissar	had, k, ldo, p, power kerosene.
	Hoshiarpur	k, p.
	Jaunpur	k, p.
	Jodhpur	p.
	Juhi Marshalling Yard	k, p.
	Jullundur City	k, p.
	Kalka	d, k, p.
	Kanpur Central Goods Shed	d, k, p.
	Karnal	d, k.
	Kotdwara	d, k, l, p.
	Kotkapura	d, had, k, p.

Appendix III/2.

(Rule 317-4).

APPENDIX III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown by abbreviations) for which bulk oil installations are provided.
Northern—concl'd.	Lucknow	k, p.
	Lucknow, District Controlling of Stores, Alambagh Siding	k, p.
	Lucknow Industrial Area Siding	k, p.
	Ludhiana	k, p.
	Magarwara	p.
	Meerut City Mandi	d, k, p.
	Mirzapur	d, k, p.
	Moga Tahsil	k, p.
	Moradabad	d, k, p, s.
	Mughal Sarai	k, p.
	Muzaffarnagar	d, k, p.
	Nabha	d, k.
	Palam	a.
	Pathankot	k, p.
	Patiala	d, k, p.
	Phaphamau	p.
	Pratapgarh	k, p.
	Rae-Bareilly	k, p.
	Raikabagh Palace	p.
	Rampur	k, l.
	Rishikesh	k.
	Rohtak	d, k, p.
	Roorkee	k, l.
	Saharanpur	d, k, p.
	Sangrur	k, p.
	Shahjahanpur	d, k, l.
	Shakurbasti	d, k, p.
	Sultanpur	k, p.
	Thompsonganj (Sitapur City)	d, k, p.
	Varanasi	k, p.
	Yamuna Bridge	d, k, p.

Appendix III/2.

(Rule 317-4).

Appendix III/2—(contd.)**LIST 'A'—contd.**

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil installations are provided
North Eastern	Aishbag	p.
	Allahabad City	p.
	Azamgarh	k, p.
	Bahraich	k.
	Bairagnia	k.
	Ballia	k.
	Bareilly Jn.	p.
	Basti	k, p.
	Begusarai	k.
	Bettiah	k.
	Bhagalpur	p.
	Bisalpur	k.
	Chakia	k.
	Chupra	k.
	Dalsingsarai	k.
	Darbhanga	k.
	Deoria Sadar	k.
	Deori	k.
	Ghazipur City	k.
	Gonda	k.
	Gorakhpur	k, p.
	Haldwani	p.
	Harinagar	k.
	Hathua	k.
	Janakpur Road	k.
	Jayanagar	k.
	Kannauj	k.
	Kathgodam	p.
	Khagaria	k.
	Khateema	k.
	Kichcha	p.
	Lakhimpur Kheri	p.
	Madhubani	k.
	Mokamehghat	k.
	Moradabad City	p.
	Motihari	k.
	Muzaffarpur	k, p.

Appendix III/2.

Rule 317-4.

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown by abbreviations) for which bulk oil installations are provided.
North-eastern.—concl'd.	Nawabganj (Gonda)	k.
	Nirmali	k.
	Pilibhit	p.
	Raxaul	k.
	Rusera Ghat	k.
	Samastipur	k.
	Savan	k.
	Shahgarh	d.
	Sidhauli	p.
	Sitamrahi	k.
	Uska Bazar	k.
North-east Frontier	Alipur Duar	k, p, d.
	Badarpur Ghat	p.
	Champaramukh Jn.	k.
	Cooch Bihar	k.
	Dalgaon	k, p.
	Dibrugarh Town	k, p.
	Dum-Dum Town	k, p.
	Forbesganj	k.
	Garopara	k.
	Gauhati	k, p.
	Golaghat	k, p.
	Haibargaon	p.
	Hamiltonganj	l.
	Hasimara	k, p.
	Jalpaiguri	k.
	Jorhat Town	k, p.
	Kalkaliaghat	p.
	Kasba	k.
	Katihar	k.
	Khoirabari	k, p.
	Kishanganj	k.
	Mal Jn.	l, p.
	Manipur Road	p.
	Mariani Jn.	k.
	Maynaguri Road	p.
	Nagrakata	l.
	Nalbari	k.
	Nazira	k.
	Nowgong Assam	p.

Appendix III/2.

(Rule 317-4).

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown abbreviations) for by which bulk oil installations are provided.
North-east Frontier.— <i>concl.</i>	Raiganj	k,
	Rangapara North	k, p.
	Rangiya Jn.	k, p.
	Sapatgram	k.
	Sibsagar Town	k, p.
	Silchar	p.
	Silghat Town	p.
	Siliguri Town	k, p.
	Tangla	p.
	Tinsukia	k, p.
Southern	Adoni	k.
	Aduturai	k, p.
	Almatti	k.
	Anakapalle	k.
	Anantapur	k.
	Arantangi	k, p.
	Ariyalur	d, k, p.
	Arsikere	d, k, p.
	Attur	k.
	Bagalkot	d, k, p.
	Bangalore Cant.	k.
	Bangalore City	k, p.
	Bangarapet	d, k, p.
	Belgaum	d, k, p.
	Bellary	k, p.
	Bezwada	d, k, p.
	Bijapur	k, p.
	Birur	k, p.
	Byadgi	d, k.
	Calicut	k, p.
	Cannanore	k, p.
	Chidambaram	d, k, p.
	Chingleput Jn.	d, k.
	Chinnababusamudram	d, k.
	Chirala	k.
	Chitaldroog	d, k, p.
	Chittoor	k.
	Coimbatore Jn.	k, p.
	Conjeevaram	d, k.
	Cuddalore Jn.	d, k, p.
	Cuddalore Beach Siding	f.
	Cuddapah	k, p.
	Davangere	d, k, p.
	Dindigul Jn.	k, p.
	Dwarapudi	k.
	Ellore	k.
	Ernakulam Goods	p.
	Erode Jn.	k, p.

Appendix III/2.

(Rule 317·4).

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways.	Stations.	Commodities (shown by abbreviations) for which bulk oil installations are provided.
Southern.—contd.	Gadag	d, k, p.
	Ghatprabha	k.
	Gokak Road	d.
	Gudivada	k.
	Gudiyattam	d, k.
	Guntakal	k, p.
	Guntur	k, p.
	Hassan	d, k, p.
	Havcri	k.
	Hospet	k.
	Hubli	d, k, p.
	Kadur	k, p.
	Karad	d, k, p.
	Kasargod	k.
	Katpadi	d, k, p.
	Kodaikanal Road	k, p.
	Koilpatti	k, p.
	Kolhapur	d, k, p.
	Koppal	k.
	Koregaon	d, k.
	Kudchi	d, k.
	Kulitalai	k, p.
	Kumbakonam.	d, k, p.
	Lonand	d, k, p.
	Madura Jn.	k, p.
	Mangalore	k, p.
	Mannargudi	k, p.
	Masulipatam	k.
	Mayavaram	d, k, p.
	Mettupalaiyam	k, p.
	Miraj Jn.	d, k, p.
	Mysore	d, k, p.
	Nandyal	k.
	Narasaravupet	k.
	Nazareth	k, p.
	Negapatam	d, k.
	Nellikuppam	k, p.
	Nellore	k, p.
	Neyveli	d, k, p.
	Nidadavolu	k, p.
	Nidamangalam Jn.	k, p.
	Nidubrolu	k.
	Nuzvid	k, p.
	Ongole	k.
	Palghat	k, p.
	Panruti	d, k, p.
	Paramakudi	k, p.
	Pattukkottai	k, p.

Appendix III/2.

(Rule 317'4).

Appendix III/2.—(contd.)

LIST 'A'—contd.

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil installations are provided.
South Eastern—concl'd.	Pollachi Jn.	k, p.
	Pondicherry and Beach	d, f, p.
	Poona	d, k, p.
	Porto Novo	d, k, p.
	Pudukkottai	k, p.
	Qullon	k, p.
	Raichur	k, p.
	Rajahmundry	k, p.
	Ramnad	k, p.
	Ranipet	d, k.
	Renigunta Jn.	k.
	Salem Jn.	k, p.
	Salem Market B. G.	d, k.
	Sangli	d, k, p.
	Sankaridrug	k, p.
	Satara Road	d, k, p.
	Satur	k, p.
	Shimoga Town	d, k, p.
	Shiyali	k, p.
	Sholapur	k.
	Shoranur Jn.	k, p.
	Tadpatri	k.
	Tanjore	d, k.
	Tellicherry	k, p.
	Tadepalligudem	k, p.
	Tenali	k.
	Tindivanam	d, k, p.
	Tinnevely Jn.	k, p.
	Tiruchchirappalli Goods	d, k, p.
	Tiruppat ur	k, p.
	Tiruppur	k, p.
	Tirur	k, p.
	Tiruturaipundi Jn.	k, p.
	Tiruvannamalai	k, p.
	Tiruvarur Jn.	d, k, p.
	Trichur	k, p.
	Trivandrum Central	k, p.
	Trivellore	d, k.
	Tumkur	k.
	Tuni	k.
	Tuticorin	k, p.
	Udumalpet	k, p.
	Ugarkhurd	d.
	Ulundurpet	k.
	Valavanur	d, k.
	Villupuram Jn.	d, k, p.
	Virudhunagar Jn.	k, p.
	Vizagapattam	k.
	Vriddhachalam Jn.	d, k.
	Waltair	p.

Appendix III/2.—(contd.).

LIST 'A'—contd

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil installations are provided.
South-Eastern	Balaghat	k.
	Balasore	k.
	Bankura	k, p.
	Berhampur (Ganjam)	k, p.
	Bhadrak	k.
	Bhaga (Kustore Colliery, Kilburn Siding No. 7 and Standard Colliery Siding No. 4).	k.
	Bhandara Road	k.
	Bhatapara	k.
	Bilaspur	k, p.
	Bobbili	k, p.
	Chaibasa	k, p.
	Chakardharpore	k, p.
	Chhindwara	k, p.
	Cuttack	c, k, p.
	Dongargarh	k.
	Drug	k.
	Fort Gloster	k, p.
	Gondia	k, p.
	Itky	c.
	Itwari	d, k, p.
	Kamptee	k.
	Katni	k.
	Khargpur	k, p.
	Khurda Road	k.
	Midnapore	k, p.
	Nagpur	k, p.
	Naupada	k.
	Parvatipuram	k.
	Puri	k.
	Purulla	k, p.
	Raipur	d, k, p.
	Raj Nandgaon	k.
	Ranchi	k, p.
	Sambalpur	k, p.
	Saoner	k, p.
	Seoni	k, p.
	Srikakulam Road	d, k, p.
	Tatanagar	k, p.
	Tatanagar (Tisco's Assisted siding).	p.
	Tirora	k.
	Tumsar Road	k.

APPENDIX III/2—(contd.)
LIST 'A'—contd.

(Rule 317.4).

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil ins- tallations are provided
South-Eastern—concl'd.	Vishnupur	k.
	Vizagapatam Town	k.
	Vizianagaram	c, d, k, p.
	Waltair	p.
West ern.	Ajmer	k, p.
	Alwar	d, k, p.
	Anand	c, d, k.
	Ankleshwar	p.
	Asarva	c, d, k, p.
	Ashoknagar	d.
	Baroda Marshalling Yard	c, d, k, p.
	Bcawar	k.
	Bhavnagar Docks	c.
	Borsad	c, d.
	Broach	c, d, k, p.
	Bulsar	p.
	Derol	c, d, k.
	Indore Goods	k, p.
	Jaipur	d, k, p.
	Jaipur South	d, k, p.
	Jamnagar	p.
	Kankaria	c, d, k.
	Kankroll	p.
	Khari Rohan Road	d, f, k, l, p.
	Kotah	d, k, p.
	Mhow	k.
	Nadiad	c, d, k, p.
	Nandurbar	k.
	Naulakhi	k.
	Nausari	k, p.
	Okha	k, p.
	Palampur	k.
	Pratapnagar (B.G.)	c, d, l.
	Ratlam	p.
	Sabarmati	k.
	Surat	k, p.
	Surendranagar	k, p.
	Surendranagar Camp	p.
	Udaipur	c, p.
	Ujjain	k, p.
	Umreth	k.
	Virsad	c, d.

Appendix III/2.

(Rule 317-4)

APPENDIX III/2—(contd.).

LIST 'A'—concl'd.

Railways	Stations	Commodities (shown by abbreviations) for which bulk oil installations are provided.
Bombay Post Trust	Oil Depot	a, hsd, k, m, p, p o.
	Stores Depot	d, l, s.
	Victoria Docks (Liquid Fuel Depot).	d, f.
Calcutta Port Commissioner.	K. P. Docks (Paharpur siding)	d, k.
	K. P. Docks (Ramnagar siding)	d, f.
Madras Port Trust	Madras Harbour	k, p.

LIST 'B'

List of Stations not provided with bulk oil installations but to which booking of petroleum and other inflammable liquids, class B, in Tank wagons is permissible.

Railways	Stations	Railways	Stations
Central (excluding Secunderabad Division)	Akalkot Road	Central—contd.	Faridabad
	Akodia		Ganj Basoda
	Ambernath		Goteagaon
	Atarra		
	Banapura		
	Bareth		Harpalpur
	Barsi Town		Hoshangabad
	Basai		Hotgi
	Belapur		
	Betul		Itarsi
	Bharwa-Sumerpur		
	Bhigvan		Jaitwar
	Bhiloni		
	Bhusaval		Jajau
	Bina		Jeur
	Bodwad		Jukehi
	Chandur		Kalmeshwar
	Chirgaon		Kareli
			Karjat
	Dabra		Karvi
	Datia		Katol
	Dehu Road (Hindustan Antibiotics).		Kedgaon
	Devlali (Military traffic only,		Kirkee
	Dhond		Kopegaon
			Kosikalan
	Dudhni		Kunch
			Kurduwaji

Appendix III/2.

(Rule 317-4).

Appendix III/2.—(contd.)**LIST 'B'—contd.**

Railways	Stations	Railways	Stations
Central—contd.	Lalitpur Lasalgaon Maihar Manikpur Markundi Mau-Ranipur Moth Muthapi Nandaura Narkher Obaidulla- Cir., Padhegaon Pandharpur Pandhurna Pipariya Puntamba Ragual Rahuri Raver Sangola Sayda Shore Shunkargarh Shujaulpur Sihora Road Sohagpur Talbahat Thana Vidisha Wun Yadgiul Yedsi	Eastern—contd.	Baraset Jn. Barh Bariarpur Barrackpur Basuldanga Behea Beldanga Berhampore Court Bethuadahari Bhabta Bhabua Road Bhagalpur Bhagwangola Bihta Birnagar Bogoola Boinchee Bolpur Bongaon Buxtiarpur Jn. Burhee Buxar Canning Champahati Chandernagore Chandpara Chausa Colgong Cossimbazar Dakshin Barasat Daltonganj Debagram Dehri-on-Sone Deula Dhanbad Diamond Harbour. Dinapore Dubrajpur Dum Dum Cant. Dumraon Putwah Gahmar Gaya Ghogha Ghutiyari Shariff Giridih Gomoh Guma Gushkara Habra Haripal Hazaribagh Road Hotar
Central. (Secunderabad Division)	All B. G. and M G sta- tions open for booking of goods traffic in wagon-loads.		
Eastern	Ahmadpur Akra Ambikakalna Arrah Asansol Aurangabad Road Azimganj Jn. Baidyanathdham Barakar		

Appendix III/2..
(Rule 317-4).

Appendix III/2—(contd.)

LIST 'B'—contd.

Railways	Stations	Railways	Stations
Eastern—contd.	Jamalpur Jamouce Jahanabad Jhajha Jharla Jiaganj Kankinara Katrasgarh Katwa Kodarma Kirshnagar City Kusunda Lakshmi Kantapur Lalgola Lalgola Ghat Luckeesarai Madhupur Magra Jn. Maslandpur Memari Mill Sidings served by Agarpara station Mokameh Jn. Monghyr Moragacha Mughal Sarai Murarai Murshidabad Nabadwip Dham Nalikul Nangi Nathnagar Ondal Pakur Panagar Pathardihi Jn. Patna Ghat Patna Jn. Piali Plassey Pradhankhanta Pundooah Rafiganj Raghunathpur Rajmahal Rampore Haut Ranchi Road Raniganj Rejnagar Sahibganj Sainthia Jn.	Eastern—concl'd. Saiyadrala Sargachi Sasaram Shamnagar Sheikpura Sijua Sitarampur Sodepur Somra Bazar Sone Nagar Sultanganj Suri Taldi Tarakeswar Jn. Taregna Tilaiya Ukhra Warisaliganj Waverley Jute Mill siding at Kankinara Zamania Northern Abohar Achalda Ahmadgarh Ahraura Road Ajitwal Akbarpur Alal Aligarh Allahabad Amin Amroha Anupgarh Aonala Atari Atrauli Road. Babatpur Babralla Badli Badshahpur Bahadurgarh Bajoi Balamau Balotra Bangarmau Barabanki Bariwala Barmer Bassi Pathanan Beas Belanganj	

Appendix III'2.

(Rule 317'4).

Appendix III'2.—(contd.)**LIST 'B'—contd.**

Railways.	Stations.	Railways.	Stations.
Northern.—contd.	Bhadan Bhadohi Bharthna Bharwari Bhatinda Bhattu Bhiwani Bhogpur Sirwal Bhongaon Bhuchchu Bighapur Bijnor Bilara Bilga Bindki Road Budhlada Bulandshahr Butari Chandigarh Chandi Mandir Chandpur Siau Charkhi Dadri Chheharta Chiheru Chilbela Chunar Churu Dagru Daryabad Dasuya Daurala Degana Delhi Delhi-Kishenganj Delhi-Shahdara Deoband Derababa Nanak Dhampur Dhamthan Dharampore Punjab. Dhariwal Dhilwan Dhulkot Dhuri Diboi Didwana Dinanagar Ding Doraha Ellenabad	Northern.—contd.	Etawah Faizabad Faridkot Farukhabad Jn. Fathegarh-Churlan Fatehour Fazilka Ferozeshah Firozabad Gajroula Gajsinghpur Ganaur Garhmukhteswar Garhsanker Ghaggar Gharaunda Giddarbaha Gobindgarh Gogameri Goniana Goraya Goshainganj Gurdaspur Gurgaon Guru Har Sahai Haldaur Hansi Hanumangarh Fort Hanumangarh Jn. Hapur Hardoi Hardwar Hathras Hathras Kila Hindumalkote Harinda Iqbalpur Jagadhri Jagraon Jaitu Jakhai Jalesar Road Jallalabad Jalor Jamalpur Shaikhani Jansar Jandiala Jaunpur Jetsar Jhinhak Jhak Thal Singh

Appendix III/2.

(Rule 317-4).

Appendix III/2.—(contd.)

LIST 'B'—contd.

Railways.	Stations.	Railways.	Stations.
Northern—contd.	Jind City Jodhpur Julana Jullundur Cant. Kairon Kaithal Kalanwal Kalayat Kandaghat Kanpur Central Goods Shed. Kapurthala Kartarpur Kaurara Khaga Kharawar Khatauli Khurdpur Khurja City Khurja Jn. Kila Raipur Kosli Kotkapura Kuchaman City Kurali Karukshetra Ladhuka Ladnun Lakhewali Lalgarh Lehra Gaga Loharu Lucknow Industrial Area siding Lunkaransar Madhuganj Madlauda Maholi Mainpuri Majitha Makhu Makkhanpur Makrana Malerkotla Malipur Malout Malsian Shahkot Manaksar Manauri Mandi Adampur	Northern.—contd. Mandi Dabwali Mansa Marwar Bhinmal Marwar Pali Maur Meerut City Mandi Siding. Meja Road Merta City Miranpur Katra Mirzapur Modinagar Morinda Mughal Sarai. Muktsar Mullanpur Muradnagar Mustafabad Nagaur Nagina Naini Nakodar Narwana Nawashahr Nazibabad Nibkarari Nohar Panipat Pataudi Road Pehowa Road Phagwara Phalodi Phaphund Phillaur Phulpur Pilibomgan Pilukhera Pitamberpur Pokaran Rahon Rae-Bareilly Raisinghnagar Raja-ka-Sahaspur Rajpura Raman Rampura Phul Raughmahal Ratangarh Rewari	

Appendix III/2.
(Rule 317-4)

Appendix III/2.—(contd.)

LIST 'B'—contd.

Railways.	Stations.	Railways.	Stations.
Northern—concl'd.		North Eastern (B. & N.W. Section).	
	Robertsganj		Azamgarh
	Raranwala		Bahraich
	Rudauli		Baragnia
	Rupar		Ballia
	Rura		Balrampur
	Sadulpur		Barauni
	Saidon		Barhaj Bazar
	Samalkha		Barhni
	Sambal Hatim Sarai		
	Sampla		Begusarai
	Sangria		Bhagwanpur
	Sanahwal		Bhatni
	Sardarshahr		Bhatpar Rani
	Sarsawa		Biswan
	Saudila		Bridgmanganj
	Seohara		
	Shahabad Markanda		Chauri Chaura
	Shahganj		Colonelganj
	Shukohabad		
	Sirathu		Dighwara
	Sirsa		Dohra Ghat
	Solan		
	Sonepat		Ekma
	Sri Bijohnagar		Ghazipur City
	Sri Dungargarh		Ghughli
	Sri Ganganagar		Gorakhpur
	Sri Kalayat		Gyanpur Road
	Sri Karanpur		
	Subzimandi		Hajipur
	Suchankali		Hasanpur Road
	Sudar		Hathua
	Sujargarh		Jhanjharpur
	Sultanpur		
	Sunam		Khalilabad *
	Suratgarh		Kharasan Road
	Talchbapar		Maheshkhunt
	Talwandi		Mahmudabad Oudh
	Tanda-Urmar		Mahrajganj
	Tapa		Mairwa
	Taradevi		Marhowrah
	Taraori		Mashrak
	Taran Taran		Mau
			Muktapur
	Tehsil Bhadra		
	Tinwari		Nanpara
	Tundla		Narkatiaganj
			Naugachia
			Nawabganj (Gonda)
	Uklana		
	Utarlai		Padrauna
	Varanasi		
	Yamuna Bridge		Saharsa
			Sakri
			Shahpur Petoree

Appendix III/2.

(Rule 317'4).

Appendix III 2.—(contd.)

LIST 'B'—contd.

Railways.	Stations.	Railways.	Stations.
North Eastern (R. & K. Sections)	All stations open for booking of goods traffic in wagon-loads.	Northeast Frontier—contd.	Harisinga Hasimara Hugrajuli
North Eastern (Fatehgarh Ry. Traffic District).	All stations open for booking of goods traffic in wagon-loads.		Jainti Jalpalguri Jogbani
Northeast Frontier.	Alipur Duar Amguri Amingaon Ararlya Bamanhat Baneswar Bar Hapjan Baragolai Barsoi Ghat Basugaon Bijni Binaguri Bogapani Buxa Road Chabua Cooch Behar Dalimgaon Dalkolha Damanpur Dandkhora Dangari Dewan Hat Dhing Bazar Dhubri Dibrugarh Town Digboi Dikom Dinhata Fakiragram Falimari Forbesganj Furkating Jn. Gauhati Gauripur Gitaldaha Golaghat Goresva Goropara Haibargaon Haldibari Hamiltonganj Hansara		Kalchini Kaliyaganj Kamrup Khetri Kanki Kasba Khoirabari Kirtyanand Nagar Kishanganj Kokrajhar (Timber siding) Kuretha Laheal Ledo Majbat Makum Jn. Malda Court Manihari Manshabli Margherita Mochia Nalbari Nazira Old Malda Panitola Pathshala Powai Purnea Jn. *Purnea Rice Mill siding at Katihar Radhikapur Raiganj Raja Bhat Khawa Jn. Rangapara North Rangiya Jn. Rupai Saikhoa Ghat Sapatgram Sarsi Simalaguri Jn. Simraha Singhabad Sonaili Sorbhog

*Booking to this point will be allowed only when consigned to the Managing Agents or to the Manager of the Mills.

Appendix III/2.

(Rule 317'4).

Appendix III/2.—(contd).**LIST 'B'—contd.**

Railways.	Stations.	Railways.	Stations.
Northeast Frontier— <i>contd.</i>	Sorupeta Sudhani Talap Tangla Tinsukia Jn. Tipkai (Timber siding). Titabar	Southern.—contd.	Kodavaluru Kottur Kundgol Kuppam Kurinjipadi Kuttalam Londa Maddur Madhavnagar Madurantakam Mallapur Mandya Mangalagiri Marikkuppam Mundiyambakkam Mu. upet Nannilam Narasapur Nira Oorgaum Padugupadu Palakol Papanasam Pennadam Peralam Jn. Peravurani Polur Rahimatpur Raibag Rajapalaiyam Ranibennur Razampeta Repalle Sankaranainarkovil Saunshi Savanur Sendurai Shedbal Shenoli Singarayakonda Sivakasi Sriviliputtur Sulebhavi Takari Tanuku Targaon Telgi Tenkasi Jn. Tiptur Tirukoilur Tiruvannainallur Road
Southern.	Acharapakkam Adirampatanam Akiyidu Alnavar Ambur Ammamet Annigeri Arkonam Jn. Arni Road Ayyampet Badami Banavar Bapatla Bhattiprolu Bhilvadi Bhimavaram Budalur Champion Reef Chikodi Road Chinchli Cuddalore N.T. Dandeli Dharwar Gudgeri Gudiavalleru Guledgud Road Hatkanagle Hebsur Hole Alur Indi Road Jayasingpur Jejuri Kadur Kaikalur Karaikkal Karunguzhi Katgeri Khanapur Kirkoskarwadi Kivalur		

Appendix III/a.

(Rule 317-4).

Appendix III/a.—(contd.)

LIST 'B'—contd.

Railways.	Stations.	Railways.	Stations.
Southern—(concl'd.)	Vandalur Vaniyambadi Vetapalemu Vikiravandi Villianur Vinukonda Walajabad Yalvigi	South-Eastern— (contd.)	Darekasa Dharuadihi Dhurwasin Dhatra Dongargarh Dongri Buzarg Drug Dumri Khurd Galudih Gangajhird Ganjam Ghunghuri Ghutku Gidni Goberwahi Gomharria Gondia Gorumahisani Gudma Haludpukur Haridaspur Helbandh Haur Humma Ichchhapuram Ganjam Itwari Jairamnagar Jaleswar Jhalda Jhalwara Jhargram Jharsuguda Kalunga Kamptee Kanhani Jn. Kansbahal Jn. Kargi Road Karkeli Katangi Keharsia Kesinga Khat Khodri Khongsara Road Koka Kotma Kumhari Lohardaga Lctapahar
South Eastern	Adra Akaltara Amgaon Andul Anuppur Asanboni Bagnan Balugan Bamra Bara Bamboo Baraduar Bara Jamada Bauria Belghana Berhampur (Ganjam) Bhadrak Bhaga Bhandara Road Bhatapara Billai Bhiwapur Bhupdeopur Bijuri Bilaspur Bilha Birmitrapur Birsinghpur Bisra Bobbili Bortalao Burhan Chacher Chaibasa Chakradharpore Chakulia Champa Chandia Road Chandil Jn. Chatrapur Chicholi Chirmiri Contai Road Cuttack		

Appendix III^{1/2}.

(Rule 317-4)

Appendix III^{1/2}—concl'd.**LIST 'B'—concl'd.**

Railways	Stations	Railways	Stations
Western Rajkot Division)	Rajkot Randhoja Vadnagar	Western (Rajkot Division—concl'd)	Vijapur Visnagar Wankaner

LIST 'C'**List of stations fitted with portable pumps of kerosene oil.**

Railways	Stations	Railways	Stations
Eastern	Arrah Jehanabad Mokameh Mughal Sarai Nawadah Rafiganj Sheikhpura Warisaliganj	Northern— concl'd.	Dehra Dun Faizabad Kanpur Central Goods Shed Lucknow (Rotary pumps) Moradabad Mughal Sarai Pratapgarh
Northern.	Aligarh Allahabad Bareilly Belanganj Chandausi	Northeast Frontier.	Rampur Shahjahanpur Sitapur Varanasi Katihar

Appendix III/3.

(Rule 327.2)

APPENDIX III/3.

S. No.
 Station.
 Division/District.
 Railway.
 Date.

NOTICE TO BE SERVED ON THE CONSIGNEE

To

.....

Dear Sir/Madam,

Sub:—Inv./PWB No. dated.....
 From to

I hereby give you notice that the above consignment/parcel of which you are the consignee is lying undelivered at destination. Please note that if delivery is not effected within seven days from the date of receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act, 9 of 1890 without any further reference being made to you.

In the event of sale, if the amount due to the Railway on account of freight, demurrage, wharfage, etc., is not covered by the sale proceeds, I shall look to you to make good the balance.

Details of charges due—

1. Freight Rs.
2. Demurrage Rs.
3. Unloading charges Rs.
4. Wharfage at the rate of Rs.
 50 kg. per day from.....
 until removal of the consignment.

Yours faithfully,

Inflammable Solids

401—402

CHAPTER IV.**INFLAMMABLE SOLIDS****Dangerous goods under Indian Railways Act**

401. Inflammable solids which are specified in Table IV comprise—

- (a) substances other than explosives which are readily combustible or may cause or contribute to fires through friction;
- (b) substances which are liable to spontaneous heating under normal conditions of transport or to heat up in contact with air and are then liable to catch fire;
- (c) substances which by interaction with water are liable to become spontaneously inflammable or to give off inflammable gases in dangerous quantities.

General restrictions on conveyance of inflammable solids

402.1. *Inflammable solids to be accepted only under the Rules laid down.*—
 A Railway Administration shall accept only the inflammable solids specified in Table IV for conveyance by rail, subject to the Regulations and in accordance with the conditions set forth in this chapter.

Inflammable Solids
402-403

2. *Railway's right to refuse to convey.*—Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular inflammable solid specified in Table IV.

After the issue of such a notice, no such inflammable solid shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

3. *Restrictions on Railways.*—(1) On the following railways, inflammable solids, except matches, safety, may be carried only under special arrangements:—

Ahmadpur Katwa.
Arrah Sasaram Light.
Bankura Damodar River.
Bukhtiarpur Bihar Light.
Burdwan Katwa.
Futwah Islampur Light.
Howrah Amta Light.
Howrah Sheakhala Light.
Rupsa-Talband Section.
(South Eastern Railway).

Shahdara (Delhi) Saharanpur Light.

(2) *Bombay Port Trust Railway.*—Inflammable solids in full wagon-loads are dealt with at Haji Bunder and Stores Depot stations only.

(3) *India General Navigation and Railway Co., Ltd., and Rivers Steam Navigation Co. Ltd.*—

(a) Inflammable solids are accepted at owner's risk only.

(b) Carbide of Calcium is not accepted for carriage, except under special arrangements.

(4) Inflammable solids are not carried over the following Sections of the Eastern and Western Railways:—

Eastern Railway.—Krishnagar City-Nabadwip Ghat, Shantipur-Nabadwip Ghat.

Western Railway.—Bhavnagar-Mahuva, Joravarnagar-Sayla. Morvi-Amran Road, Morvi-Ghantila, Morvi-Tankara.

Notice of despatch to be given by sender.

403.1. *Notice of despatch compulsory.*—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of inflammable solids shall be forwarded to the railway for despatch or accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. *Particulars to be given in the notice.*—The notice required under sub-rule 1 shall be addressed to the officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station, unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

- (1) the true name, description and quantity of the inflammable solids in the consignment;
- (2) the name and address of the consignor;
- (3) the name and address of the consignee;
- (4) a declaration that the inflammable solids have been "packed and marked in accordance with the Rules laid down in the Red Tariff", i.e., Rules 407 and 408.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule

Inflammable Solids

403—408

- (2) When the officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice board and such notice shall be deemed as proper intimation to the consignor under this Rule.

Certificates, Forwarding Note, etc. to be obtained by railway staff

404. It is incumbent on the railway staff in the case of every consignment of inflammable solids, mentioned in Table IV, to obtain from the consignor a Forwarding Note, complete in all respects, in the form specially prescribed. (For form see Annexure A).

Mixed consignments prohibited

405. Inflammable solids must not be accepted as forming a part of a consignment with other goods, but must be tendered under a separate Forwarding Note and be booked as a separate consignment.

Inflammable solids which cannot be loaded together must also be tendered under separate Forwarding Notes and be booked as separate consignments.

Inflammable solids to be accepted by authorised railway servant and at specified place and time.

406. Consignments of inflammable solids intended to be transported by rail shall be received only—

- (1) by a duly authorised railway servant;
and

- (2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

Packing

407.1. *Inflammable solids to be transported only when packed in prescribed manner.*—No inflammable solid shall be tendered for transport or be transported unless it is packed in the manner laid down in column 3 of Table IV, with such exceptions as contained in columns 5 and 6 thereof.

2. *Containers for inflammable solids.*—(1) All containers used for containing inflammable solids must be well made and sufficiently strong to withstand the wear and tear of rail transit.

They shall be securely closed, so as to prevent escape of contents or vapour.

(2) Except as otherwise provided in column 3 of Table IV, casks and cases shall be of wood, drums of iron or steel and jars of stoneware or earthenware.

(3) Cases shall be tightly jointed and casks well stoppered.

(4) Jars shall be securely bunged or stoppered and luted.

(5) Stoppered bottles shall be luted and tied over.

3. *Inside packing.*—The inside packing of cases shall not contain any solid matter or hard substance.

Marking and labelling of packages by consignors

408.1. *Marking.*—Every package containing inflammable solids shall be marked in conspicuous characters by means of either branding, stamping, embossing or painting or by affixing a securely attached label with—

- (1) the name of the solid;

- (2) the words "Inflammable Solid";

- (3) the weight of the solid;

and

- (4) the name and address of the consignor and the consignee.

Inflammable Solids

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2. *Pictorial label.*—In addition to the marking specified in sub-rule 1, every package containing inflammable solids shall bear the appropriate pictorial label shown below, indicating the hazard involved on account of the contents of the package:—



NOTE.—(1) Background .. White.

Symbol and Lettering .. Black.

(2) Minimum dimensions—10·16 cm. x 10·16 cm.

Bigger labels may be used depending on the size of the packages.

(3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.

(4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

(5) This label is applicable to packages containing all inflammable solids except those mentioned below:—

Aluminium powder;	Carbide of calcium,
Aluminium/magnesium	Magnesium powder;
alloy powder	Potassium;
(magnesium/aluminium	Sodium;
alloy powder);	Sodium hydrosulphite
Calcium phosphide,	(hydrosulphite of soda).
Calcium silicide.	Zinc dust or tatty powder;

(See next page)

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NOTE.—(1) Background .. White.

Symbol and Lettering .. Black.

- (2) Minimum dimensions—10·16 cm. x 10·16 cm.
Bigger labels may be used depending on the size of the packages.
- (3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.
- (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.
- (5) This label is applicable to packages containing the following inflammable solids only:—

Aluminium powder;
Aluminium/magnesium
alloy powder
(magnesium/aluminium
alloy powder);
Calcium phosphide;

Calcium silicide;
Carbide of calcium;
Magnesium powder;
Potassium;
Sodium;
Sodium hydrosulphite
(hydrosulphite of soda);
Zinc dust or tutty powder.

3. Indication label.—Whenever inflammable solids are contained in liquids, and unless the top of the inner package is clearly visible from above, or the outermost package is much as to indicate clearly the top, e.g., when the outermost package has a conical top, the outermost package must also bear the following indication label:—

"THIS SIDE UP"

Marking by Railway

409. Every package containing inflammable solids shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

When, however, a consignment of inflammable solids is tendered for despatch as a wagon-load consignment for a destination not involving break-of-gauge transshipment, only 10 per cent of the packages constituting the consignment need be marked with railway marks.

Responsibility of the railway staff

410. The railway staff while accepting consignments of inflammable solids for transport by rail, must ensure that—

- (1) the declared quantity of inflammable solids in any one package, as ascertained from the markings thereon, or the weight of the package, does not exceed the maximum laid down in columns 3, 5 and 6 of Table IV;

and

- (2) the outermost package is in accordance with these Rules.

Handling to be done by consignors and consignees

411. Unless it be otherwise notified by the Railway Administration, consignors and consignees have to do the loading and unloading of inflammable solids in wagon-loads.

When the traffic is booked in smalls and in all cases of handling *en route* the Railway Administration concerned will do the loading and unloading.

Storage

412. It shall be the duty of every officer-in-charge of a station to cause every package of inflammable solids which is proposed to be despatched by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored in a well-ventilated enclosed shed or an open shed, i.e., a shed roofed over for weather protection but not having enclosing walls.

Wherever such storage accommodation is not available, the packages containing inflammable solids may be stored in a covered iron wagon, and if this is also not possible, they may be kept in an open space completely covered with tarpaulins or other suitable material.

While storing inflammable solids, all precautions laid down in Rule 413 must be observed.

NOTE.—The following inflammable solids are dangerous when they come in contact with water. They must be completely protected with water-proof tarpaulins or other suitable material:—

Aluminium powder;

Aluminium/magnesium alloy powder (magnesium/aluminium alloy powder);

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Carbide of calcium,
Calcium phosphide,
Calcium silicide,
Magnesium powder,
Potassium;
Sodium,
Sodium hydrosulphite (hydrosulphite of soda),
Zinc dust or tutty powder

Precautions to be observed in handling and storing inflammable solids

413 1 Time of loading and unloading—All operations connected with the loading, unloading and handling of inflammable solids shall be conducted between sunrise and sunset only, except that consignments sent in brake-vans of passenger, mixed or parcels trains and by tranship or road van trains may be handled at any hour, all due precautions being taken to prevent accidents

2 Handling of packages.—(1) Packages containing inflammable solids shall not be thrown, dropped down or dragged along the ground or floor and care must be exercised to avoid striking them against any hard object

(2) When loading and unloading heavy drums or casks, cushions of a suitable type, thick cotton matting felt, bags filled with saw-dust, or similar protection, should be used to avoid damage to the drums or casks and to prevent escape of contents

(3) Whenever practicable, packages containing inflammable solids should be carried or conveyed on trolleys or hand barrows

3 Prohibition of smoking, fires lights and dangerous substances—(1) No person shall smoke or take or have any fire, naked light, matches or other articles of inflammable nature or empties which have contained petroleum or other inflammable liquids or any agency which produces heat or sparks near any vehicle containing inflammable solids or near any place where such goods are stored or are being loaded unloaded or handled

(2) Inflammable solids shall not be stored or handled with or near explosives and other dangerous goods

4 Protection from sun, rain and snow.—Packages containing inflammable solids shall not be exposed to sun, rain or snow nor kept on damp ground

They should be protected with tarpaulins or with other suitable material, whenever required

5 Thorough cleaning of place carriage or wagon in which any inflammable solid is laid or handled—The floor of any place or wagon on which inflammable solids have been stored or the wagon or trolley or hand-barrow in which they have been carried must be swept and thoroughly cleaned after removal of the goods therefrom.

6 Special precautions in dealing with carbide of calcium.—Special precautions to be observed while dealing with carbide of calcium when wet are given in Table IV

Inflammable solids to be normally transported by goods or parcels trains:

414. Except as provided in Rules 415 and 419, inflammable solids shall not be transported by any train other than a goods or parcels train

Inflammable solids permitted to be transported by mixed trains when goods trains are not running

415 Inflammable solids may be transported in wagons by a mixed train, on any line or section on which goods trains are not running, subject to the condition that immediately on entering any section on which goods trains are running, the wagons containing inflammable solids shall be detached from the mixed train,

Type of wagons to be used for loading inflammable solids.

416. Except as otherwise provided in column 5 of Table IV, inflammable solids will be carried in covered iron wagons

NOTE—End opening carriages or wagons shall not be used.

Quantities to be loaded or handled.

417. Except as otherwise provided in column 5 of Table IV, there is no restriction as to the quantity of inflammable solids which may be loaded in a wagon.

There is also no restriction on the number of wagons containing such solids which may be loaded or unloaded at any one time at a railway station.

Carriage of inflammable solids with ordinary goods in wagons.

418 Subject to the loading restrictions contained in Rules 420 and 421 being observed, and except as otherwise provided in column 7 of Table IV, inflammable solids may be carried with ordinary goods in the same wagon, provided that—

(1) the wagon does not contain any article or substances of combustible nature;

and

(2) packages containing inflammable solids are well separated from the other goods in the wagon

Carriage of inflammable solids in brake-van of passenger, mixed or parcels trains.

419. Except as otherwise provided in column 6 of Table IV, inflammable solids shall not be carried in the brake-van of passenger, mixed or parcels trains.

Wherever inflammable solids are permitted to be carried in the brake-van,

(1) the loading restrictions contained in Rules 420 and 421 shall be observed;

(2) packages containing inflammable solids shall only be carried in the rear brake-van which should be well ventilated;

and

(3) packages containing inflammable solids must be placed as far as possible from other goods in the brake-van and from the tail light of the train.

Inflammable solids which must be kept separate.

420. Inflammable solids which must not be transported together in the same carriage are specifically indicated in column 7 of Table IV

Such inflammable solids must not also be stored or handled together

Carriage of inflammable solids with explosives and other dangerous goods prohibited.

421. Inflammable solids shall not be conveyed in the same carriage with any matches or fuzes or appliances for producing ignition, or any explosives or other dangerous goods or empties which have contained petroleum and other inflammable liquids

Stowing in wagons.

422.1. *Packages to be compactly loaded*.—Packages containing inflammable solids should be compactly loaded so that they do not shift during transit.

2. *Drums*.—Drums containing inflammable solids should, as far as possible, be loaded on end.

3. *Bottles and jars*.—Bottles and jars must not be loaded on top of other goods, nor should other goods be loaded on their top.

Labelling, sealing and locking of wagons.

423.1. "Dangerous" label to be affixed on wagon.—A "Dangerous" label as shown below shall be affixed to both sides of every wagon in which inflammable solids are stored for despatch or delivery or while in transit:—



NOTE.—(1) Background White.

Symbol and Lettering Black.

(2) Dimensions .. 3m. radius.

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol, and the lower for the rest of the text, as indicated above.

(4) This label is applicable to wagons containing all inflammable solids, except those mentioned below:—

Aluminium powder;
Aluminium/magnesium alloy powder (magnesium/aluminium alloy powder);
Calcium phosphide;
Calcium silicide;
Carbide of calcium;
Magnesium powder;
Potassium;
Sodium;
Sodium hydrosulphite (hydrosulphite of soda).
Zinc dust or tutty powder;

(See next page).



NOTE.—(1) Background . . . White.
Symbol and Lettering . . . Black.

- (2) Dimensions . . . 3m. radius.
- (3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol, and the lower for the rest of the text, as indicated above.
- (4) This label is applicable to wagons containing the following inflammable solids irrespective of the fact that other inflammable solids may also be loaded in the same wagon:—
- Aluminium powder;
 - Aluminium/magnesium alloy powder (magnesium/aluminium alloy powder);
 - Calcium phosphide;
 - Calcium silicide;
 - Carbide of calcium;
 - Magnesium powder;
 - Potassium;
 - Sodium;
 - Sodium hydrosulphite (hydrosulphite of soda);
 - Zinc dust or tutty powder.

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Except on road vans on tranship or road van trains on which labels may be pasted on the side of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when inflammable solids are transported along with ordinary goods, irrespective of the quantity of inflammable solids loaded in such wagons.

Such labels need not, however, be used when inflammable solids are conveyed by passenger, mixed or parcels trains in brake-vans.

2. *Private labels.*—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

3. *Lead seals to be used.*—Lead seals only should be used for sealing of wagons containing inflammable solids.

4. *Riveting or E. P. locking not allowed.*—Riveting or E. P. locking of wagons containing inflammable solids is prohibited.

Shunting—Precautions to be observed.

• 424. Shunting of wagons containing inflammable solids shall not be carried out, except under the superintendence of a duly authorised officer who shall ensure that during shunting operations—

- (1) wagons containing inflammable solids are separated from the locomotive by not less than one carriage not containing explosives or other dangerous goods or articles of inflammable nature;
- (2) the speed of all movements does not exceed 8 km. an hour;
- and
- (3) no rough, hump, fly or loose shunting takes place.

Marshalling

425.1. *Precautions to be observed during marshalling.* (1).—There is no restriction on the number of wagons containing inflammable solids which may at any one time be attached to or be transported by any one train.

(2) Wagons containing inflammable solids, which may be grouped together, should be placed as far away as practicable from the train locomotive.

(3) Wagons containing inflammable solids shall be separated by not less than one carriage not containing explosives or other dangerous goods or articles of inflammable nature from—

- (a) the train locomotive;
 - (b) the passenger carriages or the brake-van;
 - (c) any other carriages containing dangerous goods or articles of inflammable nature, except that the number of such intervening carriages shall not be less than three when these other carriages contain explosives or petroleum and other inflammable liquids, class A, and not less than two when they contain gases, compressed, liquefied or dissolved.
- (4) Wagons containing inflammable solids shall be close-coupled to the adjoining carriages and to each other.

2. Exemption on Darjeeling-Himalayan Section.—On the Darjeeling-Himalayan section of the Northeast Frontier Railway, wagons containing inflammable solids need not be close-coupled.

3. Guard or dummy wagons.—Whenever the requisite number of wagons not containing explosives or other dangerous goods or articles of inflammable nature are not available, empty wagons shall be used as guard or dummy wagons for separating, as required, the wagons containing inflammable solids from the train locomotive, the passenger carriages or the brake-van or any other carriages containing explosives, other dangerous goods or articles of inflammable nature.

Notice of arrival

426.1. Notice to consignee of arrival of consignments.—The station master of the destination station must see that notice of arrival of consignments of inflammable solids is issued to the consignee in the prescribed form (for form see Annexure B) for all consignments received at his station and not removed on the date of unloading.

2. Railway's right to recover wharfage and demurrage not affected by non-issue of arrival notice.—Non-receipt or late receipt of notice of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise

427.1. Delivery.—Consignments of inflammable solids shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. Disposal if delivery not effected expeditiously.—If the consignments are still on hand after the expiry of the free time allowed for their removal, a notice, as prescribed in Sections 55 & 56 of the Indian Railways Act should immediately be served on the consignee.

The notice, referred to, shall be in the form prescribed and given in Appendix IV/1.

After the expiry of the period specified in the notice, referred to above, consignments still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 & 56 of the Indian Railways Act.

Weight for charge and days of acceptance

428.1. Smalls to be accepted on notified days and charged on actual weight.—Consignments of inflammable solids when tendered in smalls will be accepted for conveyance by rail on such days and over such sections as may be notified by the Railway Administration and will be charged on actual weight.

2. Smalls which can be accepted on all days of the week and charged on actual weight.—Notwithstanding what is stated in sub-rule 1 above, consignments of inflammable solids may be accepted on all days and charged on actual weight when—

- (1) ordinary goods traffic with which such inflammable solids can be loaded is open for acceptance for the destinations concerned;

or

- (2) the traffic is tendered for carriage in the brake-van of passenger, mixed or parcels train.

Inflammable Solids

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3. *Traffic in Wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for charge as prescribed in column 2 of Table IV.

Pre-payment of freight

429. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of inflammable solids shall be pre-paid.

Pre-payment of freight is not compulsory in the case of the following:—

Bleaching Powder (Chloride of Lime).

Cinematograph films, inflammable (nitro-cellulose base).

Cold Starters.

Oily Bagging.

Oily Canvas.

Oily Covers.

Oily Paper.

Oily Rags.

Oily Waste, N.O.C.

Plasticised Nitro-cellulose Chips.

Resin.

Charges for Guard or Dummy wagons

430. Whenever it is necessary to attach empty wagons as guard or dummy wagons for the safety of a train carrying inflammable solids, such wagons will be charged at the rate of 30 nP. per kilometre. for each B. G. wagon and 20 nP. per kilometre. for each M. G. and N. G. wagon.

Repairs to carriages

431. Before any repairs or alterations are commenced in any part of a carriage in which inflammable solids are being transported, all due precautions shall be taken to remove all such inflammable solids.

Reports of accidents

432. Whenever there occurs any accident connected with any consignment of inflammable solids and attended with loss of life or serious injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned.

Saving

433. Nothing in this Chapter shall be deemed to detract from the operation of—

(a) the Calcium Rules, 1937;

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- (b) the Cinematograph Film Rules, 1948;
 - (c) the Indian Arms Act, 1878 or
the Indian Arms Rules, 1951; or
 - (d) the Poisonous Act, 1919 or the rules framed thereunder,
- wherever applicable.

Inflammable Solids

Table IV

Name of Solid	General Classification		W/-or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 407)
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
1	2					3	
Anti-gas Fabrics	180-B	170-B	110	90	65	..	(1) In metal drums (2) In bags.
Aluminium Powder.	100-B	92.5-B	130	105	65	..	(1) In drums, securely closed air-tight. (2) In hermetically sealed tins, packed in cases.
Aluminium/Magnesium Alloy Powder (Magnesium/Aluminium Alloy Powder.)	180-B	170-B	150	110	65	..	Do.
Magnesium Powder	180-B	170-B	150	110	65	..	Do.
Zinc dust or tatty powder.	145-B	135-B	150	110	65	..	Do.
Bleaching Powder (Chloride of Lime).	52.5-A	40-A	150	110	65	..	In hermetically sealed metal drums sufficiently strong to remain in that condition despite the ordinary wear and tear of transport so that the contents cannot be affected by air or moisture.
Carbide of Calcium	100-B	92.5-B	150	110	65	..	(1) In hermetically closed strong metal receptacles, having no copper in their composition.

*If Carbide of Calcium becomes wet it shall be destroyed by being submerged in deep water. If deep water is not available, the wet Carbide of Calcium shall be spread out in the open in an isolated place, and all precautions should be taken to prevent any fire or artificial light or article capable of igniting acetylene which is produced by wet Carbide of Calcium being brought near until the material has given off all its gas.

The fact of Carbide of Calcium having become wet will be indicated by the outward appearance of the receptacle and probably by a disagreeable odour, indicating leakage of gas.

When destroying a leaky but otherwise unbroken package by dropping it into deep water it is advisable to punch several holes in the container before submerging it.

The common type of electric torch, hand lanterns and ordinary electric appliances other than those complying with British Standard Specification No. 225 all fall within the definition of articles capable of igniting acetylene produced by wet Carbide. It shall always be borne in mind that this gas is easily ignited.

Inflammable Solids
Table IV

Exceptional or Additional Rules regarding Marking and Labelling (See Also Rules 408, 409 and 423 1)	Additional Rules regarding carriage by Goods or Parcel Train (See also Rules 414, 415, 416, 417 and 418)	Exceptional Rules regarding carriage in brake-van of Passen- ger, Mixed or Parcel Train (See also Rule 419)	Exceptional or additional Stowage and Carriage Rules (See also Rules 420, 421 422, 424 and 425)
4	5	6	7
			When packed in bag must be accepted as a wagon-load con- signment and des- patched in a sepa- rate wagon
..	..		

.
.	..	May be carried in the rear brake-van up to 101.6 kg.	..
All receptacles must be stamped, embossed, painted, printed or labelled in conspi- cuous characters as	..	May be carried in the rear brake-van up to 226.79 kg	(1) Vehicles used for transport must be be well ventilated and rendered im- pervious to rain.

Inflammable Solids**Table IV**

Name of Solid	General Classification		W/-or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 407)
	Smalls	Wagons loads	B.G.	M.G.	N.G.		
1			2			3	
							The maximum quantity in any one receptacle should not exceed 113.39 kg. (2) Must not be packed with other inflammable solids.
Calcium Phosphide	130-B	120-B	150	110	65	..	(1) In hermetically closed strong metal receptacles, having no copper in their composition. The maximum quantity in any one receptacle should not exceed 113.39 kg. (2) Must not be packed with other inflammable solids.
Calcium Silicide (Silicide of Calcium).	92.5-B	85-B	150	110	65	..	In casks or drums.
Carbon Black	100-B	92.5-B	150	110	65	..	(1) In air tight and damp-proof casks or cases. (2) In bags.
Lamp Black	92.5-B	85-B	150	110	65	..	Do.
Vegetable Black	100-B	92.5-B	150	110	65	..	Do.
Cold Starters	115-B	105-B	110	90	65	..	In tins, packed in wooden cases.

Inflammable Solids
Table IV

Exceptional or Additional Rules regarding Marking and Labelling (see also Rules 408, 409 and 423, I)	Exceptional or additional Rules regarding carriage by Goods or Parcels Train (see also Rules 414, 415, 416, 417 and 418)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (see also Rule 419)	Exceptional or Additional Stowage and Carriage Rules (see also Rules 420, 421, 422, 424 and 425)
4	5	6	7
under — Carbide of Calcium Dangerous if not kept dry. The contents of this package are liable, if brought into contact with moisture, to give off a highly inflammable gas."			(2) The packages must be protected by waterproof sheeting. (3) Must not be loaded with other inflammable solids
All receptacles must be stamped, embossed, painted, printed or labelled in conspicuous characters as under :— Calcium phosphide Dangerous if not kept dry. The contents of this package are liable, if brought into contact with moisture to give off a highly inflammable gas.	(1) Vehicles used for transport must be well ventilated and rendered impervious to rain. (2) The packages must be protected by waterproof sheeting. (3) Must not be loaded with other inflammable solids.
All packages must be labelled in bold letters as under — Silicide of Calcium Dangerous if not kept dry. The contents of this package are liable, if brought into contact with moisture, to give off a spontaneously inflammable gas.
	When packed in bags, must be accepted as a wagon-load consignment and despatched in a separate wagon.
	Do.
	Do.
	..	May be carried in the rear brake-van upto 9.07 kg.	..

Inflammable Solids
Table IV

Name of Solid	General Classification		WJ- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 407)	
	Smalls	Wagon-loads	B.G.	M.G.	N.G.			
I		2					3	
Cinematographs inflammable (nitro-cellulose base).	Films,	180-B	170-B	150	110	65	..	In approved wood-lined galvanized iron boxes.
Meta Fuel (Solid aldehydic fuel in solid form).		105-B	97.5-B	110	90	65	..	In cardboard cartons, packed in hermetically sealed metal-lined strong cases made of wood not less than 1.27 cm. thick.
Matches, Safety		155-B	145-B	60	45	35	..	(1) In strong dust-tight wooden cases which shall have the following thickness of wood :— (a) 1.27 cm. thick throughout, if the gross weight of the case with contents does not exceed 186.62 kg. and (b) 2.22 cm. thick throughout, if the gross weight with contents exceeds 186.62 kg. (2) In air-tight tin or zinc boxes properly soldered, provided such tin or zinc boxes are strong enough as outer packages and do not exceed a limit in size of 68.58 cm. × 35.56 cm. × 35.56 cm.

Inflammable Solids
Table IV

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 408, 409 and 423.1)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train (See also Rules 414, 415, 416, 417 and 418).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 419)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 420, 421, 422, 424 and 425).
4	5	6	7
<p>The words "Cinema Film" in 2.54 cm. block letters and "Keep in cool place" in letters of 1.59 cm. depth must be painted in distinctive colour on the lid. No other lettering should appear on the lid.</p> <p>The name and address of the owner may, however, be painted on the body of the box.</p> <p>..</p>	<p>..</p> <p>..</p>	<p>May be carried in the rear brake-van upto 6 boxes.</p> <p>..</p>	<p>..</p>
<p>(1) When packed as prescribed in items (1), (2) and (3) of column 3 or in the original cases in which they are imported, may be loaded with undamageable goods such as iron, metalware and goods of low value such as grain and salt.</p> <p>(2) When packed as prescribed in item (4) of column 3, wagons with wooden floor or sides must not be used.</p> <p>(3) When packed in strong dust-tight wooden cases, and which in addition have a metal lining, all loose edges of which are soldered may be loaded with other commodities.</p>	<p>Sample parcels may be carried in the rear brake-van, provided that—</p> <p>(a) a sample consists of one packet, <i>i.e.</i>, 12 boxes;</p> <p>(b) it is packed in a strong wooden box containing an inner case of zinc or tin which is hermetically sealed, the thickness of the wood of the outer case being not less than 6.35 mm.</p> <p>(c) not more than 50 sample packets are carried;</p> <p>and</p> <p>(d) the contents are so packed in cases and other forms of packages that they can not become ignited by friction.</p>	<p>(1) Must not be loaded with other inflammable solids or goods of a valuable nature <i>e.g.</i>, textile fabrics, paper goods, wood or fibreboard cases.</p> <p>(2) When packed as prescribed in item (4) of column 3, must be accepted as a wagon load consignment and despatched in a separate wagon.</p> <p>(3) When packed in "double-ocean paper" or fibreboard cases, may be loaded with matches packed otherwise, provided that—</p> <p>(a) matches packed in wooden and metal cases are stowed underneath and not on top of matches packed in "double ocean paper" or fibre-board cases;</p>	

Inflammable Solids**Table IV**

Name of Solid.	General Classification.		W/-on C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 407)
	Small.	Wagon-loads.	B.G.	M.G.	N.G.		
							weighing approximately 22.39 kg. and do not contain more than 180 packets.
							(3) In approved fibre-board cases.
							(4) In water-proof "double-ocean paper", each package containing not more than 10 gross boxes of matches.
							(5) In metal boxes made of 22 gauge galvanised iron plate, measuring not more than 91.44 cm. x 63.5 cm. x 43.18 cm. and provided with a properly fitted securely closed lid.
							Each such box shall contain not more than five 10 gross packets of matches.
							(6) Must not be packed with other inflammable solids.
Matches, Non-safety	180-B	170-B	60	45	35		(1) In strong dust-tight wooden cases which must have a metal lining, all loose edges of which must be soldered. The outer wooden case shall be of the following thickness of wood:— (a) 1.27 cm. thick throughout, if the gross weight of the case with contents does not exceed 186.62 kg. and

Inflammable Solids
Table IV

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 408, 409 and 423-1)	Exceptional or additional Rules regarding carriage by Goods of Parcels Train. (See also Rules 414, 415, 416, 417 and 418).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 419).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 420, 421, 422, 424 and 425)
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(4) When packed in approved containers, may be loaded in open wagons provided that—

(a) each container is full and the contents, are so packed that they cannot become ignited by friction;

(b) not more than 6 containers, in a B.G. wagon or 3 containers in a M.G. or N.G. wagon are loaded, and

(c) the wagons are provided with packing pieces for separating the containers from one another and securing them when loaded

and]

(b) matches packed in fibreboard cases are stowed under-neath and not on the top of matches packed in "double-ocean paper".

(1) When packed as prescribed in item 2 in column 3, must be accepted as a wagon load consignment and despatched in a separate wagon. [2]

(2) Must not be loaded with other inflammable solids, except that matches, non-safety, coloured matches (Bengal Lights) and Star matches may be loaded together.

Inflammable Solids**Table IV**

Name of Solid.	General Classification		W - or C.C. weight conditions under which wagon load rates apply.			Remarks.	Packing. (See also Rule 407).
	Small's	Wagon-loads.	B.G.	M.G.	N.G.		
	1		2				3
							(b) 2.22 cm. thick throughout, if the gross weight of the case with contents exceeds 186.62 kg.
							(2) In air-tight zinc boxes properly soldered, i.e., without the wooden cases, provided that the packets shall not contain more than 10 gross boxes of matches.
							(3) Must not be packed with other inflammable solids, except that matches, non-safety, coloured matches (Bengal Lights) and Star Matches may be packed together.
Coloured Matches (Bengal Lights).	180-B	170-B	60	45	35	..	do
Star Matches . . .	180-B	170-B	60	45	35	..	do
Only Bagging . . .	145-B	135-B	110	90	65	..	(1) In metal drums. (2) In bags.
Oily Canvas . . .	145-B	135-B	110	94	65	..	do
Oily Covers . . .	145-B	135-B	110	90	65	..	do
Oily Paper . . .	145-B	135-B	110	90	65	..	do
Oily Rags. . . .	145-B	135-B	110	90	65	..	do
Oily Waste, N.O.C.	145-B	135-B	110	90	65	..	do
Oil dressed fabrics .	180-B	170-B	110	90	65	..	do

Inflammable Solids

Table IV

[illegible]

Inflammable Solids**Table IV**

Name of solid	General Classification		W/or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 407)
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
1	2						3
Phosphorus, Red (Amorphous).	180-B	170-B	110	90	65	..	(1) In stoneware jars or glass-stoppered bottles, well-secured and standing upright in cases. The inside packing of the cases must be of straw, chaff or saw-dust mixed with coal wood ashes, chalk or sand. (2) In strong tins, hermetically sealed, and properly packed in saw-dust in strong wooden cases. (3) In strong iron or steel drums, hermetically sealed. (4) Must not be packed with other inflammable solids, except that phosphorus, red (amorphous), Phosphorus, yellow (in water) and phosphorus, sulphide (sesquisulphide) may be packed together. (5) The gross weight of any one package must not exceed 186.62 kg. on B.G. and M.G. and 111.97 kg. on N.G.
Phosphorus Sulphide (Sesquisulphide).	180-B	170-B	110	90	65	..	do
Phosphorus, Yellow (in water).	180-B	170-B	110	90	65	..	(1) In water in securely closed glass or earthenware containers, packed with suitable protective material in wooden cases. (2) In water in effectively closed strong metal containers, packed with saw-dust in cases.

Inflammable Solids**Table IV**

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 408, 409 and 423 1)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train (See also Rules 414, 415, 416, 417 and 418)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 419).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 420, 421, 422, 424 and 425)
4	5	6	7
..	Must not be loaded with other inflammable solids, except that phosphorus, red (amorphous), phosphorus, yellow (in water) and phosphorus sulphide (sesquisulphide) may be loaded together.
..	do
..	do

Inflammable Solids**Table IV**

Name of Solid	General Classification, which wagon-load rates apply		W/-or C.C. weight conditions under which wagon-load rates apply				Remarks	Packing (See also Rule 407)
	Small.	Wagon loads	B.G.	M.G.	N.G.			
1	2						3	
Phosphorus, Yellow (in water).— <i>concd.</i>								<p>Not more than 25·4kg of solid shall be packed in any one container and not more than 50·8kg. in any one case.</p> <p>(3) In water in iron or steel drums, effectively closed.</p> <p>Not more than 254·01 kg. of solid shall be packed in any one drum.</p> <p>(4) Must not be packed with other inflammable solids, except that phosphorus, yellow (in water), phosphorus, red (amorphous) and phosphorus sulphide (sesquisulphide) may be packed together.</p>
Plasticised Nitrocellulose Chips.	180-B	170-B	110	90	65	..		In metal drums, containing not more than 90·71 kg.
Potassium	180-B	170-B	150	110	65			<p>(1) In mineral oil in securely closed glass or earthenware containers, packed with suitable protective material in cases.</p> <p>Not more than 56 kg. of solid shall be packed in any one container and not more than 4·53 kg. in any one case.</p> <p>(2) In strong hermetically sealed tins or cans, packed with suitable protective material in cases.</p> <p>Not more than 12·7 kg. of solid shall be packed in any one tin or can and not more than 50·8kg. in any one case.</p>

Inflammable Solids
Table IV

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 408, 409 and 423 1)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train (See also Rules 414, 415, 416, 417 and 418)	Exceptional Rules regarding carriage in brakevan of Passenger, Mixed or Parcels Train (See also Rule 419)	Exceptional or Addi- tional Stowage and Carriage Rules (See also Rules 420, 421, 422, 424 and 425)
4	5	6	7

Drums must be marked
in bold letters not less
than 2.54 cm deep
'Plasticised nitrocellu-
lose chips',

..

..

.

..

Must not be loaded
with other inflam-
mable solids, except
that potassium and
sodium may be
loaded together

Inflammable Solids**Table IV**

Name of Solid.	General Classification.		W/-or C.C. weight conditions under which wagon load rates apply.				Packing.	Remarks. (See also Rule 407)
	Small.	Wagon-loads.	B.G.	M.G.	N.G.			
1	2					3		
Potassium— <i>concl'd.</i>							(3) In steel drums, subject to the following conditions :— (a) Each steel drum must be made of sheet of not less than 1·63 mm. thickness. (b) It must be water-tight and closed with an air and water-tight lid. The lid should be of such construction that the neck of the drum closes on to a rubber or other suitable composite seating material carried in the lid. The lid should be securely fastened. Not more than 203·2 kg. of the solid shall be packed in any one drum. (4) Must not be packed with other inflammable solids, except that potassium and sodium may be packed together. Do.	
Sodium	180-B	170-B	150	110	65	..		
Resin	72·5-B	65-B	150	110	65	..	In sound casks, cases, sealed tins or drums.	
*Sodium Hydro-sulphite (Hydro-sulphite of Soda).	92·5-B	85-B	150	110	65	..	(1) In hermetically sealed iron or steel drums. (2) In hermetically sealed tins, packed in strong outer cases.	
†Spent Oxide of iron from gas purifiers.	60-B	52·5-B	150	110	65	..	..

*Must be packed in iron drums enclosed in strong wooden cases when carried over the India General Navigation and Railway Co. Ltd. and Rivers Steam Navigation Co., Ltd.

†Consignor must declare on Forwarding Note that the Spent Oxide of iron has been thoroughly oxidised by exposure to the air before tendering for conveyance.

Inflammable Solids

Table IV

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 408, 409 and 423 I)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train (See also Rules 414, 415, 416, 417 and 418).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 419)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 420, 421, 422, 424 and 425)
4	5	6	7
	Must not be loaded with other inflammable solids except that potassium and sodium may be loaded together.

May be carried in open wagons	

(Rule No. 427.2).

(Rule No. 4272).

Appendix IV/1.

S. No.
 Station
 Division/District.
 Railway.
 Date.

NOTICE TO BE SERVED ON THE CONSIGNEE

To

.....

Dear Sir/Madam,

Sub: Inv./PWB No. dated
 from to

I hereby give you notice that the above consignment/parcel of which you are the consignee is lying undelivered at destination. Please note that if delivery is not effected within seven days from the date of receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act, 9 of 1890, without any further reference being made to you.

In the event of sale, if the amount due to the Railway on account of freight, demurrage, wharfage, etc., is not covered by the sale proceeds, I shall look to you to make good the balance.

Details of charges due—

1. Freight Rs.
2. Demurrage Rs.
3. Unloading charges Rs.
4. Wharfage at the rate of Rs.
 per 50 kg. per day from ..
 until removal of the consignment.

Yours faithfully,

Oxidizing Substance.
 501--502

CHAPTER V

OXIDIZING SUBSTANCES.

Dangerous goods under Indian Railways Act

501. Oxidising substances, that is to say, substances which while in themselves not combustible may readily liberate oxygen and stimulate the combustion and violence of fire in other material, are specified in Table V.

General restrictions on conveyance of oxidizing substances

502 1. *Oxidizing substances to be accepted only under the Rules laid down —*
 A Railway Administration shall accept only the oxidizing substances specified in Table V for conveyance by rail, subject to the Rules and in accordance with the conditions set forth in this chapter.

2. *Railway's right to refuse to convey.* Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular oxidizing substance specified in Table V.

After the issue of such a notice, no such oxidizing substance shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

Oxidizing Substances

502-503

3. *Restrictions on Railways.*—(1) On the following railways, oxidizing substances may be carried only under special arrangements:—

Ahmadpur Katwa.
Arrah Sasaram Light.
Bankura Damodar River.
Bukhtiarpur Bihar Light.
Burdwan Katwa.
Futwah Islampur Light.
Howrah Amta Light.
Howrah Sheakhala Light.
Rupsa-Talband Section.
 (South Eastern Railway)

Shahdara (Delhi) Saharanpur Light.

(2) **Bombay Port Trust Railway.**—Oxidizing substances in full wagon-loads are dealt with at Haji Bunder and Stores Depot stations only.

(3) **India General Navigation and Railway Co. Ltd. and Rivers Steam Navigation Co. Ltd.**—Oxidizing substances are accepted at owner's risk only.

(4) Oxidizing substances are not carried over the following Sections of the Eastern and Western Railways:—

Eastern Railway

Krishnagar City-Nabadwip Ghat.
 Shantipur-Nabadwip Ghat.

Western Railway

Bhavnagar-Mahuva.
 Joravarnagar-Sayla.
 Morvi-Amran Road.
 Morvi-Ghantila.
 Morvi-Tankara.

Notice of despatch to be given by sender

503.1. *Notice of despatch compulsory.*—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of oxidizing substances shall be forwarded to the railway for despatch or accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. *Particulars to be given in the notice.*—The notice required under sub-rule 1 shall be addressed to the officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station, unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

- (1) the true name, description and quantity of the oxidizing substances in the consignment;
- (2) the name and address of the consignor;
- (3) the name and address of the consignee;
- (4) a declaration that the oxidizing substances have been "packed and marked in accordance with the Rules laid down in the Red Tariff" i.e., Rules 507 and 508.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule.

- (2) When the officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice board and such notice shall be deemed as proper intimation to the consignor under this Rule.

Oxidizing Substances

504—508

Certificates, Forwarding Note, etc., to be obtained by railway staff

504 It is incumbent on the railway staff in the case of every consignment of oxidizing substances, mentioned in Table V, to obtain from the consignor a Forwarding Note, complete in all respects, in the form specially prescribed. (Form see Annexure A).

Mixed consignments prohibited

505. Oxidising substances must not be accepted as forming a part of consignment with other goods, but must be tendered under a separate Forwarding Note, and be booked as a separate consignment.

Oxidizing substances to be accepted by authorised railway servant and at specified place and time

506. Consignments of oxidizing substances intended to be transported by rail shall be received only—

(1) by a duly authorised railway servant;

and

(2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

Packing

507.1. *Oxidizing substances to be transported only when packed in prescribed manner.*—No oxidizing substance shall be tendered for transport or be transported unless it is packed in the manner laid down in column 3 of Table V.

2. *Containers for oxidizing substances.*—(1) All containers used for containing oxidizing substances must be well made and sufficiently strong to withstand the wear and tear of rail transit.

They shall be securely closed, (subject to provisions of vents, where required), so as to prevent escape of contents or vapour.

(2) Except as otherwise provided in column 3 of Table V, casks, cases and crates shall be of wood, drums of iron or steel and jars of stoneware or earthenware.

(3) Cases shall be tightly jointed and casks well stoppered.

(4) Jars shall be securely bunged or stoppered and luted.

(5) Stoppered bottles shall be luted and tied over.

3. *Inside packing.*—The inside packing of cases or crates shall not contain any solid matter or hard substance.

Marking and labelling of packages by consignors

508.1. *Marking.*—Every package containing oxidizing substances shall be marked in conspicuous characters by means of either branding, stamping, embossing or painting or by affixing a securely attached label with—

(1) the name of the substance;

(2) the words "Oxidizing Substance";

(3) the weight or quantity of the substance;

and

(4) the name and address of the consignor and the consignee.

Oxidizing Substances

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2. Pictorial label.—In addition to the marking specified in sub-rule 1, every package containing oxidizing substances shall bear the pictorial label shown below, indicating the hazard involved on account of the contents of the package:—



- NOTE.**—(1) Background .. White.
Symbol and Lettering .. Black.
- (2) Minimum dimensions—10:16 cm. x 10:16 cm.
Bigger labels may be used depending on the size of the packages.
- (3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.
- (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

Oxidizing Substances**508—513**

3. Indication label.—Whenever oxidizing substances are in liquid form, and unless the top of the inner package is clearly visible from above, or the outermost package is such as to indicate clearly the top, e.g., when the outermost package has a conical top, the outermost package must also bear the following indication label:—

“THIS SIDE UP”

Marking by Railway

509. Every package containing oxidizing substances shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

When, however, a consignment of oxidizing substances is tendered for despatch as a wagon-load consignment for a destination not involving break-of-gauge transshipment, only 10% of the packages constituting the consignment need be marked with railway marks.

Responsibility of the railway staff

510. The railway staff while accepting consignments of oxidizing substances for transport by rail, must ensure that—

- (1) the declared quantity of oxidizing substances in any one package, as ascertained from the markings thereon, or the weight of the package, does not exceed the maximum laid down in column 3 of Table V;

and

- (2) the outermost package is in accordance with these Rules.

Handling to be done by consignors and consignees

511. Unless it be otherwise notified by the Railway Administration consignors and consignees have to do the loading and unloading of oxidizing substances in wagon-loads.

When the traffic is booked in smalls and in cases of break-of-gauge transshipment and transshipment due to other causes, the Railway Administration concerned will do the loading and unloading.

Storage

512. It shall be the duty of every officer-in-charge of a station to cause every package of oxidizing substances which is proposed to be despatched by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored in a well ventilated enclosed shed or an open shed, i.e., a shed roofed over for weather protection but not having enclosing walls.

Wherever such storage accommodation is not available the packages containing oxidizing substances may be stored in a covered iron wagon, and if this is also not possible, they may be kept in an open space completely covered with tarpaulins or other suitable material.

While storing oxidizing substances, all precautions laid down in Rule 513 must be observed.

Precautions to be observed in handling and storing Oxidizing Substances

513.1. Time of loading and unloading.—All operations connected with the loading, unloading and handling of oxidizing substances shall be conducted

Oxidizing Substances
513—516.

between sunrise and sunset only, except that consignments sent in brake-vans of passenger, mixed or parcels trains and by tranship or road van trains may be handled at any hour, all due precautions being taken to prevent accidents.

2. Handling of packages.—(1) Packages containing oxidizing substances shall not be thrown, dropped down or dragged along the ground or floor and care must be exercised to avoid striking them against any hard object.

(2) When loading and unloading heavy drums or casks, cushions of a suitable type, thick coir matting, felt, bags filled with saw-dust or similar protection, should be used to avoid damage to the drums or casks and to prevent escape of contents.

(3) Whenever practicable, packages containing oxidizing substances should be carried or conveyed on trolleys or hand-barrows.

3. Prohibition of smoking, fires, lights and dangerous substances.—(1) No person shall smoke or take or have any fire, naked light, matches or other articles of inflammable nature or empties which have contained petroleum or other inflammable liquids, or any agency which produces heat or sparks, near any vehicle containing oxidizing substances or near any place where such goods are stored or are being loaded, unloaded or handled.

(2) Oxidizing substances shall not be stored or handled with or near explosives and other dangerous goods.

4. Protection from sun, rain and snow.—Packages containing oxidizing substances shall not be exposed to sun, rain or snow, nor kept on damp ground.

They should be protected with tarpaulins or with other suitable material, whenever required.

5. Thorough cleaning of place, carriage or wagon in which any oxidizing substance is laid or handled.—The floor of any place or wagon on which oxidizing substances have been stored or the wagon or trolley or hand-barrow in which they have been carried must be swept and thoroughly cleaned after removal of the goods therefrom.

Oxidizing substances to be normally transported by goods or parcels trains.

514. Except as provided in Rules 515 and 519, oxidizing substances shall not be transported by any train other than a goods or parcels train.

Oxidizing substances permitted to be transported by mixed trains when goods trains are not running.

515. Oxidizing substances may be transported in wagons by a mixed train, on any line or section on which goods trains are not running, subject to the condition that immediately on entering any section on which goods trains are running, the wagons containing oxidizing substances shall be detached from the mixed train.

Type of wagons to be used for loading Oxidizing substances.

516. Oxidizing substances will be carried in covered iron wagons.

NOTE.—End opening carriages or wagons shall not be used.

Oxidizing Substances

517—521

Quantities to be loaded or handled.

517. There is no restriction as to the quantity of oxidizing substances which may be loaded in a wagon, nor on the number of wagons containing such substances which may be loaded or unloaded at any one time at a railway station.

Carriage of oxidizing substances with ordinary goods in wagons.

518. Subject to the loading restrictions contained in Rule 520 being observed, and except as otherwise provided in column 7 of Table V, oxidizing substances may be carried with ordinary goods in the same wagon, provided that—

- (1) the wagon does not contain any articles or substances of combustible nature;

and

- (2) packages containing oxidizing substances are well separated from the other goods in the wagon.

Carriage of oxidizing substances in brake-van of passenger, mixed or parcels trains

519. Except as otherwise provided in column 6 of Table V, oxidizing substances shall not be carried in the brake-van of passenger, mixed or parcels trains.

Wherever oxidizing substances are permitted to be carried in the brake-van—

- (1) the loading restrictions contained in Rule 520 shall be observed;

- (2) packages containing oxidizing substances shall only be carried in the rear brake-van which should be well ventilated;

and

- (3) packages containing oxidizing substances must be placed as far as possible from other goods in the brake-van and from the tail light of the train.

Carriage of oxidizing substances with explosives and other dangerous goods prohibited

520. Oxidizing substances shall not be conveyed in the same carriage with any matches or fuzes or appliances for producing ignition, or any explosives or other dangerous goods or empties which have contained petroleum and other inflammable liquids.

Stowing in wagons

521.1. *Packages to be compactly loaded.*—Packages containing oxidizing substances should be compactly loaded so that they do not shift during transit.

2. *Drums.*—Drums containing oxidizing substances should, as far as possible, be loaded on end.

3. *Bottles, jars and carboys.*—Bottles, jars and carboys must not be loaded on top of other goods, nor should other goods be loaded on their top.

Oxidizing Substances

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Labelling, sealing and locking of wagons

522.1. "Dangerous" label to be affixed on wagon.—A "Dangerous" label as shown below shall be affixed to both sides of every wagon in which oxidizing substances are stored for despatch or delivery or while in transit.



NOTE.—(1) Background .. White.
Symbol and Lettering .. Black.

(2) Dimensions .. 3m. radius.

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol, and the lower for the rest of the text as indicated above.

Oxidizing Substances

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Except on road vans on tranship or road van trains on which labels may be pasted on the sides of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when oxidizing substances are transported along with ordinary goods, irrespective of the quantity of oxidizing substances loaded in such wagons.

Such labels need not, however, be used when oxidizing substances are conveyed by passenger, mixed or parcels trains in brake-vans.

2. *Private labels.*—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

3. *Lead seals to be used.*—Lead seals only should be used for sealing of wagons containing oxidizing substances.

4. *Riveting or E.P. locking not allowed.*—Riveting or E.P. locking of wagons containing oxidizing substances is prohibited.

Shunting precautions to be observed

523. Shunting of wagons containing oxidizing substances shall not be carried out, except under the superintendence of a duly authorised officer who shall ensure that during shunting operations—

(1) wagons containing oxidizing substances are separated from the locomotive by not less than one carriage not containing explosives or other dangerous goods or articles of inflammable nature;

(2) the speed of all movements does not exceed 8 km. an hour;

and

(3) no rough, hump, fly or loose shunting takes place.

Marshalling

524.1. *Precautions to be observed during marshalling.*—(1) There is no restrictions on the number of wagons containing oxidizing substances which may at any one time be attached to or be transported by any one train.

(2) Wagons containing oxidizing substances, which may be grouped together, should be placed as far away as practicable from the train locomotive.

(3) Wagons containing oxidizing substances shall be separated by not less than one carriage not containing explosives or other dangerous goods or articles of inflammable nature from—

(a) the train locomotive;

(b) the passenger carriages or the brake-van;

(c) any other carriages containing dangerous goods or articles of inflammable nature, except that the number of such intervening carriages shall not be less than three when these other carriages contain

Oxidizing Substances**524—527**

explosives or petroleum and other inflammable liquids, class A, and not less than two when they contain gases, compressed, liquefied or dissolved.

(4) Wagons containing oxidizing substances shall be close-coupled to the adjoining carriages and to each other.

2. *Exemption on Darjeeling-Himalayan Section.*—On the Darjeeling-Himalayan Section of the Northeast Frontier Railway, wagons containing oxidizing substances need not be close-coupled.

3. *Guard or dummy wagons.*—Whenever the requisite number of wagons not containing explosives or other dangerous goods or articles of inflammable nature are not available, empty wagons shall be used as guard or dummy wagons for ing, as required, the wagons containing oxidizing substances from the train locomotive, the passenger carriages or the brake-van or any other carriages containing explosives, other dangerous goods or articles of inflammable nature.

Notice of arrival

525.1. *Notice to consignee of arrival of consignment.*—The station master of the destination station must see that notice of arrival of consignments of oxidizing substances is issued to the consignee in the prescribed form (for form see Annexure B) for all consignments received at his station and not removed on the date of unloading.

2. *Railway's right to recover wharfage and demurrage not affected by non-issue of arrival notice.*—Non-receipt or late receipt of notice of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise.

526.1. *Delivery.*—Consignments of oxidizing substances shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. *Disposal if delivery not effected expeditiously.*—If the consignments are still on hand after the expiry of the free time allowed for their removal, a notice, as prescribed in Sections 55 and 56 of the Indian Railways Act should immediately be served on the consignee.

The notice, referred to, shall be in the form prescribed and given in Appendix V/I.

After the expiry of the period specified in the notice, referred to above, consignments still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 and 56 of the Indian Railways Act.

Weight for charge and days of acceptance.

527.1. *Smalls to be accepted on notified days and charged on actual weight.*—Consignments of oxidizing substances when tendered in smalls will be accepted for conveyance by rail on such days and over such sections as may be notified by the Railway Administration and will be charged on actual weight.

Oxidizing Substances

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2. *Smalls which can be accepted on all days of the week and charged on actual weight.*—Notwithstanding what is stated in clause 1 above, consignments of oxidizing substances may be accepted on all days and charged on actual weight when—

- (1) ordinary goods traffic with which such oxidizing substances can be loaded is open for acceptance for the destinations concerned;

or

- (2) the traffic is tendered for carriage in the brake-van of passenger mixed or parcels train.

3. *Traffic in wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for charge as prescribed in column 2 of Table V.

Pre-payment of freight.

528. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of oxidizing substances shall be pre-paid.

NOTE.—Pre-payment of freight is not compulsory in the case of the following:—

Nitrate of Ammonia.

Nitrate of Soda.

Saltpetre, Crude.

Saltpetre, Refined (Nitre or Nitrate of Potash).

Charges for guard or dummy wagons.

529. Whenever it is necessary to attach empty wagons as guard or dummy wagons for the safety of a train carrying oxidizing substances, such wagons will be charged at the rate of 30 nP. per kilometre for each B.G. wagon and 20 nP. per kilometre for each M.G. and N.G. wagon.

Repairs to carriages.

530. Before any repairs or alterations are commenced in any part of a carriage in which oxidizing substances are being transported, all due precautions shall be taken to remove all such oxidizing substances.

Reports of accidents.

531. Whenever there occurs any accident connected with any consignment of oxidizing substances and attended with loss of life or serious injuries to person or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned.

Oxidizing Substances

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Saving

532. Nothing in this Chapter shall be deemed to detract from the operation of—

(a) the Indian Arms Act, 1878, or
the Indian Arms Rules, 1951, or

(b) the Poisonous Act, 1919 or the rules framed thereunder,
wherever applicable.

Oxidizing Substances
Table V

TABLE
OXIDIZING

Name of Substance	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply				Remarks	Packing (See also Rule 507)
	Small	Wagon-loads	B.G.	M.G.	N.G.			
1	2					3		
Barium Peroxide (Barium Binoxide, Barium Dioxide, Barium Superoxide).	180-B	170-B	150	110	65	..	(1) In drums. (2) In approved casks each containing not more than 508.02 kg. (3) In tins, each containing not more than 25.4 kg packed in strongly bound cases. A maximum of 4 tins may be packed in any one case.	
Chlorate of Barium .	180-B	170-B	150	110	65	..	(1) In drums, or in casks or cases lined with closely woven calico or paper of sufficient strength so as not to allow the contents to escape. (2) In glass jars or bottles, packed in cases. (3) In tins, packed in crates.	
Chlorate of Potash	180-B	170-B	150	110	65	..	(1) In drums, or in casks or cases lined with closely woven calico or paper of sufficient strength so as not to allow the contents to escape. (2) In glass jars or bottles, packed in cases. (3) In tins, packed in cases. (4) May also be packed in double craft paper bags with mouth folded which should be placed in a calico bag mouth stitched. The calico bag should then be packed in a canvas bag mouth stitched.	

V

SUBSTANCES

Oxidizing Substances

Table V

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 508, 509 and 522.1.)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train (See also Rules 514, 515, 516, 517 and 518.)	Exceptional Rules regarding carriage in brake-van of Passen- ger, Mixed or Par- cels Train (See also Rule 519.)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 520, 521, 523 and 524.)
4	5	6	7

..

..

..

Must not be loaded
with foodstuffs or
foodstuff empties.

.. (1) Must not be load-
ed with foodstuffs
or foodstuff em-
pties.

(2) Must not be loa-
ded with sulphur,
sulphides, sugar or
combustible mate-
rials such as
saw-dust, straw,
paper.

..

..

(1) Must not be load-
ed with sulphur,
sulphides, sugar or
combustible ma-
terials such as saw-
dust, straw; paper.

(2) When packed in
bags may be accept-
ed as wagon-load
consignments only,
provided no tran-
shipment is involved
enroute.

Oxidizing Substances**Table V**

Name of Substance	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 507)
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
1	2					3	
Chlorate of Soda	180-B	170-B	150	110	65	..	(1) In drums, or in casks or cases lined with closely woven calico or paper of sufficient strength so as not to allow the contents to escape. (2) In glass jars or bottles, packed in cases. (3) In tins, packed in cases.
Hydrogen Peroxide Solution exceeding 40 volumes strength but not exceeding 132 volumes (35% by weight).	180-B	170-B	110	90	65	..	(1) In carboys (with an effective vent in the bung), each containing not more than 65·77 kg. Carboys must be packed securely in iron, wooden or wickerwork crates. There must be a minimum thickness of 2·54 cm. of straw packing between the carboy and the crate. The straw packing in the carboy crate, when handed over to the Railway Administration, must be sufficiently damp to prevent fire. Carboys shall be closed liquid tight and provided with a well-fitting stopper which must be well-luted. The necks of the carboys shall be exposed. (2) In bottles, not exceeding 1·13 litres capacity, packed in cases.

Oxidizing Substances
Table V

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 508, 509 and 522. I.)	Exceptional or Additional Rules regarding carriage by Goods, or Parcels Train. (See also Rules 514, 515, 516, 517 and 518.)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 519).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 520, 521, 523 and 524)
4	5	6	7
..	Must not be loaded with Sulphur, Sulphides, sugar or combustible materials such as saw-dust, straw, paper.

Oxidizing Substances

Table V

Name of Substance	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 507)
	Small	Wagon-loads	B.G.	M.G.	N.G.		
1	2					3	
							(3) In jars (with an effective vent in the stopper), not exceeding 45·45 litres capacity. (4) In approved aluminium containers.
Nitrate of Barium .	180-B	170-B	150 ⁷	110	65	..	(1) In cases, casks or drums. (2) In jars or bottles, packed in cases. (3) Must not be carried in bags.
Nitrate of Iron .	180-B	170-B	150	110	65	..	Do.
Nitrate of Lead .	180-B	170-B	150	110	65	..	Do.
Nitrate of Strontium	105-B	97·5-B	150	110	65	..	Do.
Nitrate of Ammonia	42·5-A	32·5-A	205	130	80	..	(1) In casks or drums or in tins, jars or bottles in cases. (2) In double asphalt moisture-proof paper bags and polythylene-lined paper bags, provided such bags are further enclosed in jute bags.
Nitrate of Soda .	42·5-A	32·5-A	205	130	80	..	(1) In bags or casks, or tins packed in cases. (2) In jars or bottles, packed in cases.
Saltpetre, refined (Nitro or Nitrate of Potash).	72·5-B	65-B	170	110	65	..	(1) In bags or casks. (2) In jars or bottles packed in cases.
Perchlorate of Ammonia.	180-B	170-B	150	110	65	..	(1) In glass jars or bottles, packed in cases. (2) In drums, or in casks or cases lined

Oxidizing Substances
Table V

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 508, 509 and 522.1.)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train. (See also Rules 514, 515, 516, 517 and 518.)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 519.)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 520, 521, 523 and 524.)
4	5	6	7
..	Must not be loaded with foodstuffs or foodstuff empties.
..	..	May be carried in the rear brake-van.	..
..	Must not be loaded with foodstuffs or foodstuff empties.
..	do.
..	..	May be carried in the rear brake-van upto 9.07 kg. when contained in tins, jars or bottles only.	..
..	..	May be carried in the rear brake-van upto 9.07 kg. when contained in jars or bottles only.	..
..	Must not be loaded with sulphur, sulphides, sugar or combustible materials, such as saw dust, straw, paper.
..	do.

Oxidizing Substances

Table V.

Name of Substance.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 507)
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
							with closely woven calico or paper of sufficient strength so as not to allow the contents to escape.
Perchlorate of Calcium.	180-B	170-B	150	110	65	..	do.
Perchlorate of Potash	180-B	170-B	150	110	65	..	do.
Perchlorate of Strontium.	180-B	170-B	150	110	65	..	do.
Saltpetre, Crude	42.5-A	32.5-A	170	110	65	..	(1) In bags or casks* (2) In jars or bottles* packed in cases.
Sodium Peroxide	180-B	170-B	150	110	65	..	(1) In securely closed glass or earthenware containers, packed with suitable protective material in tin-lined cases. Each glass or earthenware container shall contain not more than 3.17 kg. of the substance, and not more than 50.8 kg. of the substance shall be packed in any one tin-lined case. (2) In hermetically sealed tin or cans, packed in wood cases. Each tin or can shall contain not more than 25.4 kg. of the substance, and not more than 152.4 kg. of the substance shall be packed in any one case. (3) In steel drums, effectively closed.

Oxidizing Substances
Table V.

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 508, 509 and 522-1.)	Exceptional or Additional Rules regarding carriage by Goods or Parcels Train. (See also Rules 514, 515, 516, 517 and 518)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 519.)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 520, 521, 523 and 524.)
4	5	6	7
..	Must not be loaded with Sulphur, Sulphides, sugar or combustible materials, such as saw dust, straw, paper.
..	do
..	do
..	..	May be carried in the rear brake-van upto 9.07 kg. when contained in jars or bottles only.	..
..

Oxidizing Substances**Table V**

Name of Substance.	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks.	Packing (See also Rule 507)
	Smalls	Wagon loads.	B.G.	M.G.	N.G.		
1	2					3	
Weed Killer (Powder), non-arsenical, containing Chlorate with not less than 40% of Chlorides or borax.	75-B	67.5-B	150	110	65	..	(1) In drums. (2) In tins, packed in cases.

Oxidizing Substances

Table V

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 508, 509 and 522-1.)	Exceptional or Additional Rules regarding carriage by Goods, or Parcels Train. (See also Rules 514, 515, 516, 517 and 518.)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 519.)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 520, 521, 523, and 524.)
4	5	6	7

..

..

..

..

Appendix V/I**Rule 526.2****APPENDIX V/I**

S. No.
Station.
Division/District.
Railway.
Date.

Notice to be served on the Consignee

To

.....
.....
.....

Dear Sir/Madam,

Sub: Inv./PWB No.....dated
from.....to.....

I hereby give you notice that the above consignment/parcel of which you are the consignee is lying undelivered at destination. Please note that if delivery is not effected within seven days from the date of receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act, 9 of 1890 without any further reference being made to you.

In the event of sale, if the amount due to the Railway on account of freight, demurrage, wharfage, etc., is not covered by the sale proceeds, I shall look to you to make good the balance.

Details of charges due—

1. Freight Rs.....
2. Demurrage Rs.....
3. Unloading charges Rs.
4. Wharfage at the rate of Rs, ..
per 50 kg. per day from.....
until removal of the consignment.

Yours faithfully,

Acids and other Corrosives.

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CHAPTER VI**ACIDS AND OTHER CORROSIVES****Dangerous goods under Indian Railways Act**

601. Acids and other corrosives, specified in Table VI shall be deemed to be dangerous goods.

General restrictions on conveyance of acids and other corrosives

602.1. *Acids and other corrosives to be accepted only under the Rules laid down.*—A Railway Administration shall accept only the acids and other corrosives specified in Table VI for conveyance by rail, subject to the Rules and in accordance with the conditions set forth in this chapter.

2. *Railway's right to refuse to convey.*—Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular acid or other corrosive specified in Table VI.

After the issue of such a notice, no such acid or other corrosive shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

3. *Restrictions on Railways.*—(1) On the following railways, acids and other corrosives may be carried only under special arrangements:—

Ahmadpur Katwa**Arrah Sasaram Light****Howrah Amta Light****Howrah Sheakhala Light**

Acids and other Corrosives.

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Bankura Damodar River
Bukhtiarpur Bihar Light
Burdwan Katwa
Futwah Islampur Light

Rupsa-Talband Section.
 (South Eastern Railway.)
Shahdara (Delhi) Saharanpur Light

(2) **Bombay Port Trust Railway.**—Acids and other corrosives in full wagon loads are dealt with at Haji Bunder and Stores Depot stations only.

(3) **India General Navigation and Railway Co., Ltd. and Rivers Steam Navigation Co., Ltd.**—Acids and other corrosives are accepted at owner's risk only.

(4) Acids and other corrosives are not carried over the following Sections of the Eastern and Western Railways:—

Eastern Railway	... Krishnagar City—Nabadwip Ghat
	Shantipur—Nabadwip Ghat.
Western Railway	Bhavnagar—Mahuva.
	Joravarnagar—Sayla.
	Morvi—Amran Road.
	Morvi—Ghantila.
	Morvi—Tankara.

Notice of despatch to be given by sender

603.1. *Notice of despatch compulsory.*—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of acids and other corrosives shall be forwarded to the railway for despatch or accepted for conveyance by rail, unless previous notice of intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. *Particulars to be given in the notice.*—The notice required under sub-rule 1 shall be addressed to the officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station, unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

- (1) the true name, description and quantity of the acids and other corrosives in the consignment;
- (2) the name and address of the consignor;
- (3) the name and address of the consignee;
- (4) a declaration that the acids and other corrosives have been "packed and marked in accordance with the Rules laid down in the Red Tariff", i.e., Rules 607 and 608.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule.

- (2) When the officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice broad and such notice shall be deemed as proper intimation to the consignor under this Rule.

Certificates Forwarding Notes, etc., to be obtained by railway staff

604 It is incumbent on the railway staff in the case of every consignment of acids and other corrosives, mentioned in Table VI. to obtain from the consignor a Forwarding Note, complete in all respects, in the form specially prescribed. (For form see Annexure A).

Prohibitions in acceptance

605.1. *Mixed consignments prohibited.*—Acids and other corrosives must not be accepted as forming a part of a consignment with other goods, but must be tendered under a separate Forwarding Note and be booked as a separate consignment.

Acids and other Corrosives.

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Acids and other corrosives which cannot be loaded together must also be tendered under separate Forwarding Notes and be booked as separate consignments.

2. *Consignments in bulk involving break-of-gauge transshipment not normally accepted.*—Acids and other corrosives in bulk will not be accepted for conveyance by rail between any two stations involving break-of-gauge transshipment, except under special arrangement.

Acids and other corrosives to be accepted by authorised railway servant and at specified place and time

606. Consignments of acids and other corrosives intended to be transported by rail shall be received only—

(1) by a duly authorised railway servant;

and

(2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

Packing

607.1. *Acids and other corrosives to be transported only when packed in prescribed manner.*—No acid or other corrosives shall be tendered for transport or be transported unless it is packed in the manner laid down in column 3 of Table VI.

2. *Containers for acids and other corrosives.*—(1) All containers used for containing acids and other corrosives must be well made and sufficiently strong to withstand the wear and tear of rail transit.

They shall be securely closed (subject to provision of vents, where required), so as to prevent leakage of contents or vapour.

(2) Except as otherwise provided in column 3 of Table VI, casks, cases and crates shall be of wood, drums of iron or steel and jars of stoneware or earthenware.

(3) Cases shall be tightly jointed and casks well stoppered.

(4) Jars shall be securely bunged or stoppered and luted

(5) Stoppered bottles shall be luted and tied over.

(6) Containers, containing liquids, must not be entirely filled. Sufficient air space must be left in each container to provide for the expansion of the liquid under variations of temperature.

3. *Carboys, containing acids and other corrosives.*—(1) Carboys, containing acids and other corrosives, must be packed securely in iron, wooden or wickerwork crates.

There must be a minimum thickness of 2.54 cm. of straw packing between the carboy and the crate.

The straw packing in the carboy crate, when handed over to the Railway Administration, must be sufficiently damp to prevent fire.

(2) All carboys shall be closed liquid-tight and provided with a well-fitting stopper which must be well luted.

(3) The necks of the carboys shall be exposed.

4. *Inside packing.*—The inside packing of cases or crates shall not contain any solid matter or hard substance.

Marking and labelling of packages by consignors

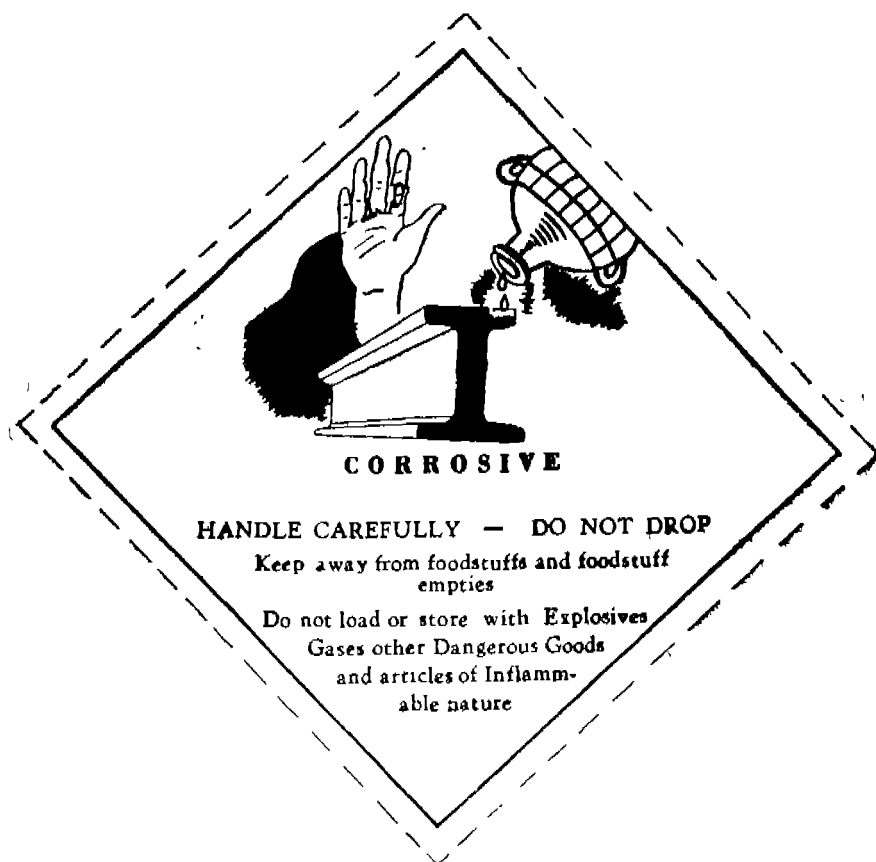
608.1. *Marking.*—The outermost package containing acids and other corrosives shall be marked in conspicuous characters by means of either branding, stamping, embossing or painting or by affixing a securely attached label with—

(1) the name of the acid or other corrosive;

Acids and other Corrosives.
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- (2) the word "Corrosive";
- (3) the quantity;
- and
- (4) the name and address of the consignor and the consignee.

2. *Pictorial label.*—In addition to the marking specified in sub-rule 1, every package containing acids and other corrosives shall bear the pictorial label shown below, indicating the hazard involved on account of the contents of the package:—



Note—(1) Background ... White.
Symbol and Lettering ... Black.

- (2) Minimum dimensions—10.16 cm.×10.16 cm.
Bigger labels may be used depending on the size of the packages.
- (3) The label should be affixed at an angle of 45° (diamond-shaped) as indicated above.
- (4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

Acids and other Corrosives.**608—613**

3. *Indication label.*—Unless the top of the inner package is clearly visible from above, or the outer packing is such as to indicate clearly the top e.g. when the outer package has a conical top, every package containing acids and other corrosives must have affixed on its top the following label:—

“THIS SIDE UP”

Marking by Railway

609. Every package containing acids and other corrosives shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

When, however, a consignment of acids and other corrosives is tendered for despatch as a wagon-load consignment for a destination not involving break-of-gauge transhipment, only 10% of the packages constituting the consignment need be marked with railway marks.

Responsibility of railway staff

610. The railway staff while accepting consignments of acids and other corrosives for transport by rail, must ensure that—

- (1) the declared weight of acids and other corrosives in any one package, as ascertained from the markings thereon, or the weight of the package, does not exceed the maximum laid down in column 3 of Table VI;

and

- (2) the outermost package is in accordance with these Rules.

Handling to be done by Consignors and Consignees

611. Unless it be otherwise notified by the Railway Administration, consignors and consignees have to do the loading and unloading of acids and other corrosives in wagon-loads.

When the traffic is booked in smalls and in all cases of handling en-route, the Railway Administration concerned will do the loading and unloading.

Transhipment of traffic in tank wagons, however, will be done by consignors and consignees.

Storage

612. It shall be the duty of every officer-in-charge of a station to cause every package of acids and other corrosives which is proposed to be despatched by rail or which has been received at any station for transhipment or delivery to the consignee, to be stored in a well ventilated enclosed shed or an open shed, i.e., a shed roofed over for weather protection but not having enclosing walls.

Wherever such storage accommodation is not available, the packages containing acids and other corrosives may be stored in a covered iron wagon, and if this is also not possible, they may be kept in an open space completely covered with tarpaulins or other suitable material.

While storing acids and other corrosives, all precautions laid down in Rule 613 must be observed.

Precautions to be observed in handling and storing acids and other corrosives

613.1. *Time of loading and unloading.*—All operations connected with the loading, unloading and handling of acids and other corrosives shall be conducted between sunrise and sunset only, except that consignments sent in sectional vans may be handled at any hour, all due precautions being taken to prevent accidents.

Acids and other Corrosives.**613—616**

2. *Handling of packages.*—(1) Packages containing acids and other corrosives shall not be thrown, dropped down or dragged along the ground or floor and care must be exercised to avoid striking them against any hard object.

(2) When loading and unloading heavy drums or casks, cushions of a suitable type, thick coir matting, felt, bags filled with saw-dust, or similar protection, should be used to avoid damage to the drums or casks and to prevent leakage.

(3) Whenever practicable, packages containing acids and other corrosives should be carried or conveyed on trolleys or hand-barrows.

3. *Prohibition of storage and handling with dangerous substances.*—Acids and other corrosives shall not be stored or handled with or near explosives, other dangerous goods or articles of inflammable nature or empties which have contained petroleum or other inflammable liquids.

4. *Prohibition of storage and handling with foodstuffs.*—Acids and other corrosives shall not be stored or handled with or near foodstuffs or foodstuff empties.

5. *Protection from sun, rain and snow.*—Packages containing acids and other corrosives shall not be exposed to sun, rain or snow, nor kept on damp ground.

They should be protected with tarpaulins or other suitable material, whenever required.

6. *Thorough cleaning of place, carriage or wagon in which acids and other corrosives are laid or handled.*—The floor of any place or wagon on which acids and other corrosives have been stored or the wagon or trolley or hand-barrow in which they have been carried must be swept and thoroughly cleaned after removal of the goods therefrom.

Acids and other corrosives transported by all trains

614. Acids and other corrosives, in wagons may be transported by all trains, including passenger trains.

Type of wagons to be used for loading acids and other corrosives

615. Acids and other corrosives will be carried in covered iron wagons and tank wagons.

Acids and other corrosives which may be carried in tank wagons are specifically indicated in column 5 of Table VI.

NOTE.—End opening carriages or wagons shall not be used.

Conveyance in tank wagons

616.1. *Tank wagons to be of approved design.*—Tank wagons used for the conveyance of acids and other corrosives shall be of a design approved by the Chief Inspector of Explosives.

2. *Special precautions to be observed while loading tank wagons.*—(1) Tank wagons used for the conveyance of acids and other corrosives shall be in good condition and free from leakage

(2) In filling tank wagons, an air-space of not less than 5% of the capacity of the tank shall be left

(3) All inlets and outlets shall be securely closed (subject to provision of vents where required).

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3. **Empty tank wagons.**—All empty tank wagons shall be securely closed air-tight (subject to provision of vents where required).

Quantities to be loaded or handled

617. There is no restriction as to the quantity of acids and other corrosives which may be loaded in a wagon, nor on the number of wagons containing acids and other corrosives which may be loaded or unloaded at any one time at a railway station.

Carriage of acids and other corrosives with ordinary goods in wagons

618. Subject to the loading restrictions contained in Rules 620, 621 and 622 being observed, acids and other corrosives may be carried with ordinary goods in the same wagon, provided that—

(1) the wagon does not contain any articles or substances of combustible nature or goods of a valuable nature likely to be damaged in the event of leakage, e.g., textile fabrics, paper goods, fibreboard cases;

and

(2) the packages containing acids and other corrosives are well separated from the other goods in the wagon.

Carriage of acids and other corrosives in brake-van prohibited

619. Acids and other corrosives shall not be carried in the brake-van of trains.

Acids and other corrosives which must be kept separate.

620. Acids and other corrosives which must not be transported together in the same carriage are specifically indicated in column 7 of Table VI

Such acids or other corrosives must not also be stored or handled together.

Carriage of acids and other corrosives with explosives and other dangerous goods prohibited

621. Acids and other corrosives shall not be conveyed in the same carriage with any explosives or other dangerous goods or empties which have contained petroleum and other inflammable liquids.

Carriage of acids and other corrosives with foodstuffs prohibited

622. Acids and other corrosives shall not be conveyed in the same carriage with foodstuffs or foodstuff empties.

Stowing in wagons

623.1. *Packages to be compactly loaded.*—Packages containing acids and other corrosives should be compactly loaded so that they do not shift during transit.

2. *Different kinds of acids and other corrosives to be kept apart.*—Different kinds of acids and other corrosives when loaded together in the same wagon should be kept as far apart from one another as may be practicable.

3. *Drums.*—Drums containing acids and other corrosives should, as far as possible, be loaded on end.

4. *Bottles, jars and carboys.*—(1) Bottles, jars and carboys must not be loaded on top of other goods, nor should other goods be loaded on their top.

(2) No other merchandise except acids and other corrosives, should be loaded in the same wagon with glass carboys.

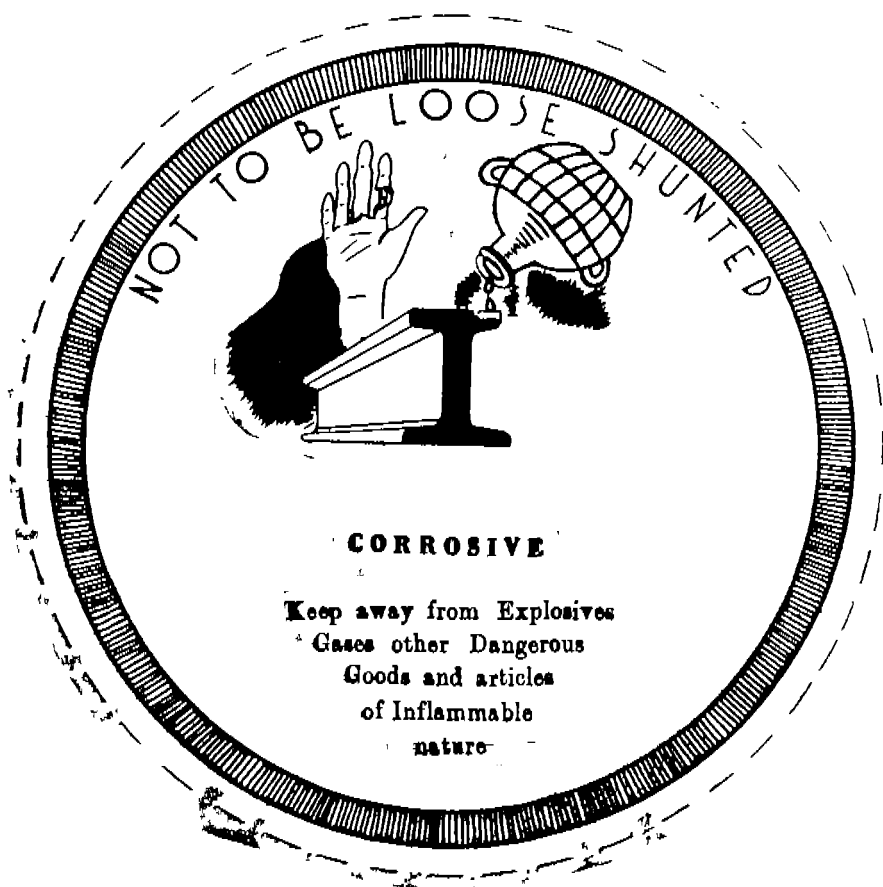
5. *Empty containers.*—Empty containers which have contained acids and other corrosives must be loaded with bungs in such a position that the escape of any remnants of liquid is not possible.

Acids and other Corrosives.

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Labelling, sealing and locking of wagons.

6241 "Dangerous" label to be affixed on wagon.—A "Dangerous" label as shown below shall be affixed to both sides of every wagon in which acids and other corrosives are stored for despatch or delivery or while in transit:—



Note.—(1) Background

White.

Symbol and Lettering

Black.

(2) Dimensions

3m. radius

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol and the lower for the rest of the text, as indicated above.

Acids and other Corrosives

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Except on road vans on tranship or road van trains on which labels may be pasted on the sides of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when acids and other corrosives are transported along with ordinary goods, irrespective of the quantity of acids and other corrosives loaded in such wagons.

2. *Private labels.*—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

Shunting Precautions to be observed

625. Shunting of wagons containing acids and other corrosives shall not be carried out, except under the superintendence of a duly authorized officer who shall ensure that during shunting operations—

(1) the speed of all movements does not exceed 8 km. an hour;

and

(2) no rough, hump, fly or loose shunting takes place.

Marshalling

626.1. *Precautions to be observed during marshalling.*—(1) There is no restriction on the number of wagons containing acids and other corrosives which may at any one time be attached to or transported by any one train.

(2) Wagons containing acids and other corrosives shall be separated by carriages not containing explosives, other dangerous goods or articles of inflammable nature from carriages containing—

(a) explosives and petroleum and other inflammable liquids, class A, by not less than 3 such carriages,

(b) gases, compressed, liquefied or dissolved, by not less than two such carriages,

and

(c) petroleum and other inflammable liquids, class B, inflammable solids and oxidizing substances by not less than one such carriage.

(3) Wagons containing acids and other corrosives shall be close-coupled to the adjoining carriages and to each other.

2. *Exemption of certain sections.*—On the Darjeeling-Himalayan Section of the Northeast Frontier Railway, wagons containing acids and other corrosives need not be close-coupled.

3. *Guard or dummy wagons.*—Whenever the requisite number of wagons not containing explosives or other dangerous goods or articles of inflammable nature are not available, empty wagons shall be used as guard or dummy wagons for separating, as required, the wagons containing acids and other corrosives from carriages containing explosives, gases, compressed liquefied or dissolved, petroleum and other inflammable liquids, inflammable solids and oxidizing substances.

Notice of arrival

627.1. *Notice to consignee of arrival of consignment.*—The station master of the destination station must see that notice of arrival of consignments of acids and other corrosives is issued to the consignee in the prescribed form (for form see Annexure B) for all consignments received at his station and not removed on the date of unloading.

2. *Railway's right to recover wharfage and demurrage not affected by non-issue of arrival notice.*—Non-receipt or late receipt of notice of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise

628.1. *Delivery.*—Consignments of acids and other corrosives shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. *Disposal if delivery not effected expeditiously.*—If the consignments are still on hand after the expiry of the free time allowed for their removal, a notice,

Acids and other Corrosives

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as prescribed in Sections 55 & 56 of the Indian Railways Act should immediately be served on the consignee.

The notice, referred to, shall be in the form prescribed and given in Appendix VI/1.

After the expiry of the period specified in the notice, referred to above, consignments still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 & 56 of the Indian Railways Act.

Weight for charge and days of acceptance

629.1. *Smalls to be accepted on notified days and charged on actual weight.*—Consignments of acids and other corrosives when tendered in smalls will be accepted for conveyance by rail on such days and over such sections as may be notified by the Railway Administrations and will be charged on actual weight.

2. *Small which can be accepted on all days of the week and charged on actual weight.*—Notwithstanding what is stated in clause 1 above, consignments of acids and other corrosives may be accepted on all days and charged on actual weight when ordinary goods traffic with which such acids and other corrosives can be loaded is open for acceptance for the destinations concerned.

3. *Traffic in wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for charge as prescribed in the column 2 of Table VI.

Pre-payment of freight

630. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of acids and other corrosives shall be prepaid.

Note.—Pre-payment of freight is not compulsory in the case of the following:—

Battery charging solution (Acid).

Battery charging solution (Alkali) (Potash and lithia solution).

Calcium Bi-sulphite solution (Bi-sulphite of lime solution) saturated with sulphur di-oxide gas.

Soldering Fluid.

Zinc Chloride or Muriate of Zinc (solid).

Repairs to carriages

631. Before any repairs or alterations are commenced in any part of a carriage in which acids and other corrosives are being transported, all due precautions shall be taken to remove all such acids and other corrosives.

Reports of accidents

632. Whenever there occurs any accident connected with any consignment of acids and other corrosives and attended with loss of life or serious injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned.

Saving

633.—Nothing in this Chapter shall be deemed to detract from the operation of—

(a) the Indian Arms Act, 1878 and the Indian Arms Rules, 1951, or

(b) the Poisonous Act, 1919 and the rules framed thereunder

wherever applicable.

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TABLE
ACIDS AND

Name of Acid or other Corrosive	General Classification.		W/- or C.C. weight conditions under which wagon load rates apply.			Remarks	Packing (See also Rule 607)
	Smalls	Wagon- loads	B.G.	M.G.	N.G.		
1	2					3	
Acetyl Chloride	180-B	170-B	110	90	65	..	(1) In bottles, packed in saw-dust in par- titions in cases. (2) In 9.09 litres jars, packed in slaked lime in cases. (3) In drums.
Acid, Acetic (including Glacial acetic acid).	130-B	120-B	110	90	65	..	(1) In stoneware jars or glass-stoppered bottles, well secured and standing up- right in cases. The inside packing of these cases should be of starw, chaff or saw-dust mixed with coal, wood ashes, chalk or sand. (2) In carboys stoppered with cork, the carboys to be protected by wicker coverings. The carboys may also be packed in metal containers (hampers) with a maximum thickness of 1.27 cm. of straw or wood wool packing between the hamper and the carboys. (3) In wooden barrels each containing not more than 203.2 kg. per barrel, so con- structed and se- cured as not to be hable to be defec- tive, leaky or in- secure in transit. (4) Glacial Acetic Acid may also be packed in cork-stop- pered demijohns in crates, the cork being held in place by aluminium screw caps.

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OTHER CORROSIVES**

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Table VI

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624.)

Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617, and 618).

Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels train. (See also Rule 619).

Exceptional or Additional Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626).

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Acids and other Corrosives

Table VI

TABLE
ACIDS AND

Name of Acid or other Corrosive.	General Classification.		W/-or C.C.weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 607)
	Smalls.	Wagon- loads.	B.G.	M.G.	N.G.		
1			2			3	
							<p>(5) Glacial Acetic Acid (not less than 90% strong) may also be carried in aluminium containers 33.02 cm. in height, 30.48 cm. in diameter of 22.72 litres capacity.</p> <p>The thickness of the body and ends of the containers should be about 2.54 mm. and the seam should be crimped and solder sealed.</p> <p>(6) Except in the case of consignments in wooden barrels the gross weight of any one package must not exceed 186.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.</p>
Acid, Chromic . . .	180-B	170-B	75	60	35	..	<p>(a) In solid form—</p> <p>(1) In glass or earthenware containers of suitable make, effectively closed.</p> <p>The containers should be packed in wooden cases with suitable protective material.</p> <p>The protective material may consist of kieselguhr, whiting or an intimate mixture of coarse exfoliated vermiculite and whiting consisting of 70% to 80% whiting and 30% to 20% exfoliated vermiculite by weight.</p>

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OTHER CORROSIVES.
Acids and other Corrosives.
Table VI

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules. 608, 609 and 624.1)	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rules 619)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626).
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Acids and Other Corrosives
Table VI

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 608, 609 and 624-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger Mixed or Parcels Train. (See also Rule 619).	Exceptional or Additional Stowage and Car- riage Rules. (See also Rules 620, 621, 622, 623, 625 and 626)
4	5	6	7

Acids and Other Corrosives

Table VI

Name of Acid or other Corrosive.	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607)
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
I	2					3	
Acid Chromic— <i>concl.</i>							by weight or other substance approved by the Chief Inspector of Explosives. (2) If the quantity in each container exceeds 11.36 litres, but does not exceed 50 litres, the glass or earthenware container should be packed singly in— (i) wicker hampers, with wicker bonnets; or (ii) strong iron hampers, with iron bonnets, with not less than 1.27 cm. of packing material, the whole to be contained in a case, crate or hamper; or (iii) wooden cases, the containers being packed with protective packing material specified in item (b) (1) above, well pressed down and enclosed to prevent loss of packing. The thickness of such packing between any part of the container and any part of the inside of the case must not be less than 3.81 c.m.
Acid, Formic	180-B	170-B	100	80	55	..	(1) In jars or bottles packed in cases, or in casks or carboys. (2) The gross weight of each package must not exceed 74.64 kg.

Acids and Other Corrosives**Table VI**

Exceptional or Additional Rules regard- ing Marking and Labell- ing. (See also Rules 608, 609 and 624-1)	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Pas- senger, Mixed or Parcels Train. (See also Rule 619)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 620, 621, 622, 623, 625, and 626).
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Acids and Other Corrosives

Table VI

Name of Acid or Other Corrosive	General Classification		W/-or C.C.weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607)
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
	1		2				3
Acid, Hydrobromic	180-B	170-B	100	80	55	..	(1) In carboys or bottles packed in cases. (2) Must not be packed in the same case with Sulphuric acid and Nitric acid.
Acid, Hydrobromic, diluted	130-B	120-B	100	80	55	..	do
Acid, Hydrochloric (Muriatic acid or Spirit of Salts.)	115-B	105-B	{ C.C. 60	{ C.C. 45	{ C.C. 30	In tank wagons. Not in tank wagons.	(1) In stoneware jars or glass-stoppered bottles well secured and standing up right in cases. (2) In glass or earthenware carboys of not more than 54.55 litres capacity, packed securely in iron or wooden crates. The following conditions shall also be complied with :— (i) All containers must be closed liquid-tight and each carboy must be provided with a well fitting stopper well luted with— (a) Plastic moist clay tied over with a water proof material to keep the clay moist; (b) good quality Plaster of Paris; (c) Kaolin (China Clay and Sodium or Silicate); (d) a composition containing sand and sulphur in equal parts by weight. (ii) An air space of not less than 10% of its capacity shall be left in each container other than bottles.

Acids and other Corrosives.**Table VI**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616 617, and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619).	Exceptional or Additional Stowage and Car- riage Rules. (See also Rules 620, 621, 622, 623, 625 and 626).
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May be carried in tank
wagons.

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Acids and other Corrosives**Table VI**

Name of Acid or Other Corrosive	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607)
	Smalls.	Wagon- loads.	B.G.	M.G.	N.G.		
1	2					3	
							(iii) When bottles are used, they must be only three-quarters full.
							(iv) The inside packing of the cases can be of ashes, free from cinders, or of chalk, sand or dry earth. The inside packing of the cases may also be of straw or refuse, cheap enough for packing, such as grass, wood shavings, etc.
							(v) Must not be packed in the same case with Sulphuric acid and Nitric acid.
							(vi) The gross weight of any one package must not exceed 102.64 kg.
Acid, Hydrofluoric (Fluoric acid).	180-B]	170-B]	100	80	55	..	(i) In leaden or gut-tapercha bottles, standing upright in cases. Cases must be made of boards 1.9 cm. thick and provided with means of lifting. The inside packing of the cases must be of straw, chaff or saw-dust mixed with coal wood ashes or chalk. (2) Must not be packed in the same case with Sulphuric acid and Nitric acid. (3) The gross weight of any one package must not exceed 74.64 kg.

Acids and other Corrosives.

Table VI

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 608, 609 and 624. 1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619).	Exceptional or Additional Stowage and Car- riage Rules. (See also Rules 620, 621, 622, 623, 625 and 626).
4	5	6	7

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Not to be loaded with
glass and glassware.

Acids and other Corrosives**Table VI**

Name of Acid or Other Corrosive.	General Classification.		W/- or C. C. weight conditions under which wagon-load ⁿ rates apply.			Remarks.	Packing. (See also Rule 607)
	Smalls.	Wagon-loads.	B. G.	M. G.	N. G.		
1	2					3	
Acid Nitric (Aqua fortis)	180-B	170-B	60	45	30	..	(1) In stoneware jars or glass topped bottles, well secured and standing upright in cases. Each jar or bottle must be completely surrounded with whiting, kieselguhr or other absorbent and non-combustible material. The cases must not contain any saw-dust, straw or other inflammable substance, but a piece of strong paper may be placed underneath the lid to prevent the escape of the packing material. (2) In special nitric acid resisting steel drums. (3) In glass carboys, packed in whiting, kieselguhr or other absorbent and non-combustible material in iron or wooden cases. The cases must not contain any saw-dust, straw or other inflammable substance. The following conditions shall also be complied with:— (i) All containers must be closed liquid-tight and each carboy must be provided with a well fitting stopper well luted with— <i>contd.</i>

Acids and other Corrosives
Table VI

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 608, 609 and 624·1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619).	Exceptional or Additional Stowage and Car- riage Rules. (See also Rules 620, 621, 622, 623, 625 and 626).
4	5	6	7
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Acids and Other Corrosives**Table VI**

Name of Acid or Other Corrosive.	General Classification.		W/- or CC. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 607).
	Smalls.	Wagon-loads.	B.G.	M.G.	N.G.		
1	2					3	
Acid Nitric (Aquafortis) —concd.							(a) plastic moist clay tied over with a waterproof material to keep the clay moist; (b) good quality Plaster of Paris; (c) Kaolin (China Clay and Sodium Silicate); or (d) a composition containing sand and sulphur in equal parts by weight. (ii) An air space of not less than 10% of its capacity shall be left in each container other than bottles. (iii) When bottles are used, they must be only three-quarters full. (iv) Sulphuric Acid, Hydrochloric Acid, inflammable liquids or other chemicals which by contact with Nitric Acid might cause fire or explosion must not be packed in the same case. (v) The gross weight of any one package must not exceed 102·64 kg.
Acid Perchloric, dilute (Specific gravity not exceeding 1·12)	180-B	170-B	100	80	55	..	In bottles packed in cases.
Acid, Phosphoric.	130-B	120-B	100	80	55	..	(1) In carboys. (2) In jars up to 22·72 litres capacity, wicker covered or packed in crates. (3) In casks. (4) In bottles, packed in cases.

Acids and other Corrosives.
Table VI

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618.)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619).	Exceptional or Addi- tional Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626.)
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Acids and other Corrosives

Table VI

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618.)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619.)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626.)
4	5	6	7
..	May be carried in tank wagons.	..	..

Acids and other Corrosives.**Table VI**

Name of Acid or other Corrosive.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.		Remarks (See also Rule 607). Packing.
	Smalls.	Wagon loads.	B.G.	M.G.	N.G.
1	2				3
Acid Sulphuric (Oil of vitriol).— <i>contd.</i>					<p>cases made of 2·54 cm. thick boards bound with 1·27 cm hoop-iron, the sides of the case being so constructed that the grain runs horizontally on two sides and vertically on the other two.</p> <p>The net weight of acid in any one case must not exceed 50·8 kg.</p> <p>(4) Must not be put into jars or carboys having cork or wooden stoppers.</p> <p>(5) Acid Sulphuric concentrated <i>i.e.</i> of a specific gravity not less than 1·75 at 15°C may be packed in approved steel drums.</p> <p>The gross weight per drum should not exceed 635·02 kg.</p> <p>An air space of 5 % must be left in the drums.</p> <p><i>Specification of steel drums for the conveyance of Sulphuric acid</i></p> <p>(i) The drums must be made of good quality mild steel sheets.</p> <p>(ii) All drums must be welded or riveted.</p> <p>(iii) The thickness of metal must be not less than 12 Birmingham Gauge (2·52 mm. for body and 10 Birmingham Gauge 3·18 mm.) for ends.</p> <p><i>contd.</i></p>

Acids and other Corrosives.**Table VI**

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 608, 609 and 624' 1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 619)	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625, and 626).
4	5	6	7

Acids and other Corrosives.**Table VI**

Name of Acid or other corrosive.	General Classification.		W/-or C.C. weight conditions under which wagon-load rates apply.	Remarks	Packing. (See also Rule 607).
	Smalls.	Wagon- loads.	B.G. M.G. N.G.		
I			2			3
Acid Sulphuric (Oil of vitriol).— <i>contd.</i>					<p>(iv) The ends must be flanged let into the body of the drum from 2.54 cm. to 3.81 cm. and strengthened by welded steel hoops, either securely shrunk on the body of the drum with projecting heads to cover the ends, or welded to the body of the drum.</p> <p>(v) Two solid rolling hoops must be shrunk on to the body of each drum.</p> <p>(vi) Each drum must be provided with a well fitting screwed steel plug and steel boss, the boss to be welded to the drum. The plug, when screwed home, must not project beyond the rolling hoops or chimb.</p> <p>(vii) Each drum must be tested under internal pressure of 1.4 kg. per sq. cm. and proved air-tight, and this test must be repeated whenever the drum shows signs of deterioration and at intervals of not more than six months.</p> <p>(viii) The outside of each drum must be painted or varnished and the paint or varnish must be removed as often as is necessary to preserve the drum from rusting.</p>

Acids and other Corrosives**Table VI**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624-I).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619.)	Exceptional or Additional Stowage and Carriage Rules (See also Rules 620, 621, 622, 623 625 and 626.)
4	5	6	7

Acids and other Corrosives.**Table VI**

Name of Acid or other Corrosive	General Classification		W/sor C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607)
	Smalls	Wagon- loads	B.G.	M.G.	N.G.		
1	2					3	
Acid Sulphuric (oil of vitrol)— <i>concd.</i>							(6) Must not be packed with Nitric acid and Hydrochloric acid.
Acid Sluge	65-B	57·5-B	{ C.C. C.C. C.C. 150 110 65			In tank wagons. Not in tank wagons.	Do.
Acid, Sulphuric, diluted, contain- ing not less than 60% by volume of water.	115-B	105-B	110	90	65	..	(1) In carboys or in jars. (2) In bottles, packed in cases or hampers.
Acid, Sulphurous (solution).	180-B	170-B	110	90	65	...	(1) In carboys (with an effective vent in the bung). (2) In jars upto 22·72 litres capacity, wicker covered or packed in crates. (3) In casks. (4) In bottles, packed in cases.
Ammonium Bi- fluoride, solid.	180-B	170-B	185	125	65	..	(1) In casks, coated on the inside with wax or asphaltum and paperlined. (2) In tinlined cases the lining hermeti- cally sealed with solder. (3) Must not be packed in the same case with acids.
Ammonium Fluo- ride, liquid.	180-B	170-B	185	125	65	..	(1) In lead or gut- tapercha vessels, packed in keiselguhr or similar material in cases. (2) Must not be packed in the same case with acids.

Acids and other Corrosives.**Table VI**

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules. 608, 609 and 624 · 1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619).	Exceptional or Additional (Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626)
4	5	6	7
..	May be carried in tank wagons.	..	..
..
..
..	Not to be loaded with glass and glassware.
..	do

Acid and other Corrosives

Table VI

Name of Acid or other Corrosive	General Classification		W/-or C.C. weight conditions under which wagon-load rates apply				Remarks
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
1	2					3	
Ammonium Sul-phocyanide.	130-B	120-B	185	125	65	..	(1) In casks. (2) In jars, packed in cases. (3) Must not be packed in the same case with acids.
Battery Charging Solution (Acid).	145-B	135-B	110	90	65	..	(1) In carboys or in jars. (2) In bottles, packed in cases or hampers.
Battery Charging Solution (Alkali) (Potash and Lithia solution).	145-B	135-B	110	90	65	..	(1) In stoneware jars or glass-stoppered bottles, well secured and standing upright in cases. The inside packing of these cases must be of straw, chaff or saw-dust mixed with coal, wood ashes, chalk or sand. (2) In drums.
Bromine .	180-B	170-B	110	90	65	..	(1) In stoneware jars, not having cork or wooden stoppers, or glass stoppered bottles, well secured and standing upright in cases. No jar or bottle should contain more than 4.08 kg. of Bromine. 25% air space should be left in each jar or bottle. The inside packing of the case must be of kieselguhr. (2) In lead lined steel drums, conforming to specification No. I.C.C.-5H, provided not less than 10% air space is left in each drum.

Acids and other Corrosives.

Table VI

Exceptional or Additional Rules regarding Marking and Labelling	Exceptional or Additional Rules regarding carriage by all Trains.	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train.	Exceptional or Additional Stowage and Car- riage Rules.
(See also Rules 608, 609 and 624-1.)	(See also Rules 614, 615, 616, 617 and 618).	(See also Rule 619).	(See also Rules 620, 621, 622, 623, 625 and 626)
4	5	6	7
..	Not to be loaded with acids.
..
..
..

Acids and other Corrosives.Table VI

Name of Acid or other Corrosive	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607)
	Smalls	Wagon-loads	B.G.	M.G.	N.G.		
1	2					3	
							(3) The gross weight of any one package must not exceed 486.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.
Calcium Bi-sulphite solution (Bi-sulphite of lime solution) saturated with Sulphur dioxide gas.	92.5-B	85-B	110	90	65	..	(1) In casks or carboys. (2) In glass bottles, packed in cases or hampers.
Caustic Potash Liqor	65-B	57.5-B	C.C.	C.C.	C.C.	In tank wagons	In strong iron or steel drums of capacity not exceeding 227.29 litres, securely closed so as to prevent leakage.
			185	125	65	Not in tank wagons.	
Caustic Soda Liquor.	50-A	37.5-A	C.C.	C.C.	C.C.	In tank wagons.	do.
			185	125	65	Not in tank wagons.	
*Charges and Refills for Chemical Fire-Extinguishers.	120-B	110-B	110	90	65	..	(1) In bottles or bulbs, each containing not more than 113.39 gms. of acid with or without Carbon tetrachloride, with the necessary charge of sodium bicarbonate in tins or cardboard cartons, in cases. (2) Hermetically sealed bottles or bulbs, each containing not more than 113.39 gms. of acid, in tins tightly filled with chalk and packed in saw-dust and straw in strong wooden cases. (3) The gross weight of any one package must not exceed 93.31 kg.

*The Rules and conditions laid down in this Tariff do not apply to "Charges and refills for Non-acid chemical fire extinguishers".

Acids and other Corrosives.

Table VI

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 619).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626)
4	5	6	7
..
Tank wagons containing Caustic Potash Liquor must be painted with the words "Caustic Potash" in bold letters.	May be carried in tank wagons. Tank wagons, both full and empty, must have all inlets and outlets securely closed water-tight.	..	..
Tank wagons containing Caustic Soda Liquor must be painted with the words "Caustic Soda" in bold letters.	do.
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Acids and other Corrosives.**Table VI**

Name of Acid or other Corrosive	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607).
	Small	Wagon- loads	B.G.	M.G.	N.G.		
1	2					3	
Cleansing and Washing Fluids, Acid.	130-B	170-B	150	110	65	..	(1) In carboys or casks. (2) In bottles not ex- ceeding 31.82 litres capacity, packed in cases or hampers. (3) In bottles, each containing not more than 0.45 kg. packed in cases. (4) In jars, packed in cases or crates.
Cleansing and Washing Fluids, Alkaline.	130-B	170-B	150	110	65	..	(1) In casks or drums. (2) In bottles or tins, packed in cases. (3) In jars, packed in crates or enclosed in wicker work. (4) In demijohns of not more than 18.18 litres capacity, well packed with straw in iron crates con- tained in wicker baskets, the top of the demijohns being protected by a wick- er cover. (5) Must not be packed with acids.
Composition for pre- venting incrustation in boilers, liquid (not containing Arsenic).	65-B	57.5-B	110	90	65		(1) In casks or drums. (2) In tins, packed in cases. (3) Only accepted in vessels provided with an effective vent, unless de- clared to be non- fermentable and the Forwarding Note so endorsed. (4) Zinc coated or galvanised vessels must not be used for this traffic.

Acids and other Corrosives.
Table VI

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 608, 609 and 624-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 614, 615, 616, 617 and 618)●	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcel Train (See also Rule 619).	Exceptional or Additional Stowage and carriage Rules. (See also Rules 620, 621, 622, 623, 625 and 626).
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Acids and other Corrosives**Table VI**

Name of Acid or other Corrosive	General Classification		W/- or C.C. weight conditions under which wagon load rates apply			Remarks	Packing (See also Rule 607)
	Smalls	loads	Wagon-B.G.	M.G.	N.G.		
I	2						3
Electric cells of all types containing acid or alkaline liquids or jelly.	125-B	115-B	110	90	65	..	All packages must be securely closed, except for small vents, so constructed as to prevent free escape of the corrosive liquid. The terminals and connecting bars should be protected to prevent short-circuiting.
Ferric Chloride, solid (Perchloride of Iron, solid).	145-B	135-B	110	90	65	..	(1) In casks or drums. (2) In bottles, packed in cases. (3) In jars not exceeding 31.82 litres capacity.
Ferric Chloride, solution (Perchloride of Iron solution, liquid).	130-B	120-B	110	90	65	..	(1) In stoneware jars, or glass stoppered bottles, well secured and standing upright in cases. The inside packing of the cases must be of straw, chaff or saw-dust mixed with coal, wood ashes, chalk or sand. (2) The gross weight of each package must not exceed 186.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.
Paint and Varnish Removers (Corrosive, non-inflammable).	72.5-B	65-B	110	90	65	..	(1) In casks or drums. (2) In tins, packed in cases or hampers. (3) In jars not exceeding 31.82 litres capacity or in carboys.

Acids and other Corrosives**Table VI**

Exceptional or Additional Rules regarding Marking and Labelling.	Exceptional or Additional Rules regarding carriage by all Trains.	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 619).	Exceptional or Additional Stowage and Carriage Rules.
(See also Rules 608, 609 and 624.1).	(See also Rules 614, 615, 616, 617 and 618).	(See also Rule 619).	(See also Rules 620, 621, 622, 623, 625 and 626).
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Acids and other Corrosives

Table VI

Name of Acid or other Corrosive	General Classification	W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 607).	
		Small	Wagon- loads	B..G. M.G. N.G.			
1				2		3	
Phosphorus, Pentachloride	180-B	170-B	110	90	65	..	(1) In stoneware jars or glass-stoppered bottles, well secured and standing upright in cases. The inside packing of the cases must be of keiselguhr or other inert substance. (2) The gross weight of any one package must not exceed 186.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.
Phosphorus, Trichloride.	180-B	170-B	• 110	90	65	..	(1) in stoneware jars or glass-stoppered bottles, well secured and standing upright in cases. The inside packing of the cases must be of keiselguhr or other suitable mineral powder. (2) The gross weight of any one package must not exceed 186.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.
Sodium Xanthate.	75-B	67.5-B	150	110	65	..	(1) In bottles, corked and sealed, packed in straw or straw-dust and secured in wooden cases. (2) In air-tight tins, packed in outer wooden cases. (3) In drums.

Acids and other Corrosives.Table VI

Exceptional or Additional Rules regarding Marking and Labelling.	Exceptional or Additional Rules regarding carriage by all Trains.	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcel Train.	Exceptional or Additional Stowage and Carriage Rules.
(See also Rules 608, 609 and 624.1)	(See also Rules 614, 615, 616, 617 and 618).	(See also Rule 619)	(See also Rules 620, 621, 622, 623, 625 add 626).

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Acids and other Corrosives.Table VI

Name of Acid or other Corrosive	General Classification	W/-or C.C. weight conditions under which wagon-load rates apply				Remarks	Packing
							(See also Rule 607)
	Smalls	Wagon loads	B.G.	M.G.	N.G.		
1	2					3	
Soldering Fluids . . .	70-B	62.5-B	150	110	65	..	(1) In carboys. (2) In casks, drums or cans. (3) In jars or bottles. packed in cases.
Stannic Chloride (Tin tetrachloride)	180-B	62.5-B	150	110	65	..	(1) In drums. (2) In jars or Bottles, packed in cases.
Sulphur Chloride (Chlorides of Sulphur).	180-B	170-B	110	90	65	..	(1) In stone ware jars or glass-stoppered bottles, well secured and standing upright in cases. The inside packing of the cases must be of straw, chaff or saw-dust mixed with coal, wood ashes, chalk or sand. (2) The gross weight of any one package must not exceed 186.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.
Zinc Chloride or Muriate of Zinc (solid).	70-B	62.5-B	150	110	65	..	(1) In casks or drums or tins packed in cases. (2) In jars or bottles. packed in cases.
Zinc Chloride or Muriate of Zinc (solution).	70-B	62.5-B	150	110	65	..	..
Acid							(1) In bottles or jars, packed in cases. (2) In carboys.
Neutral							(1) In bottles or jars, packed in cases. (2) In carboys. (3) In casks or drums.

Acids and other Corrosives.

Table VI

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 608, 609 and 624-1)	Exceptional or Additional Rules regarding carriage by all Trains (See also Rules 614, 615, 616, 617 and 618)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcel Train (See also Rule 610)	Exceptional or Additional stowage and Carriage Rules (See also Rules 620, 621, 622, 623, 625 and 626)
4	5	6	7

Appendix VI/1.**Rule No. 628.2****APPENDIX VI/1.**

S. No.
 Station
 Division/District
 Railway
 Date

Notice to be served on the consignee

To

.....

Dear Sir/Madam,

Sub. Inv. PWB No. dated
 from to

I hereby give you notice that the above consignment/parcel of which you are the consignee is lying undelivered at destination. Please note that if delivery is not effected within seven days from the date of receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act. of 1890 without any further reference being made to you.

In the event of sale, if the amount due to the Railway on account of freight demurrage, wharfage, etc., is not covered by the sale proceed I shall look to you to make good the balance.

Details of charges due:—

1. Freight Rs.
2. Demurrage Rs.
3. Unloading charges Rs.
4. Wharfage at the rate of Rs.
 per 50 kg. per day from
 until removal of the consignment.

Yours faithfully,

Poisonous (Toxic) Substances.
701-702

CHAPTER VII**POISONOUS (TOXIC) SUBSTANCES****Dangerous goods under Indian Railways Act**

701. Poisonous (toxic) substances consist of substances which give off a poisonous (toxic) gas or vapour and other substances which do not give off such gas or vapour and are specified in Table VII.

General restrictions on conveyance of poisonous (toxic) substances

702.1. *Poisonous (toxic) substances to be accepted only under the Rules laid down.*—A Railway Administration shall accept only the poisonous (toxic) substances specified in Table VII for conveyance by rail, subject to the Rules and in accordance with the conditions set forth in this chapter.

2. *Railway's right to refuse to convey.*—Notwithstanding anything contained in these Rules, a Railway Administration may notify that it will not convey by rail for the public any particular poisonous (toxic) substance specified in Table VII.

After the issue of such a notice, no such poisonous (toxic) substance shall be accepted for conveyance by the said Administration on section or sections in respect of which such notification has been issued.

Poisonous (Toxic) Substances.

702—703

3. *Restrictions on Railways.*—(1) On the following railways, poisonous (toxic) substances may be carried only under special arrangements:—

Ahmadpur Katwa.

Arrah Sasaram Light.

Bankura Damodar River.

Bukhtiarpur Bihar Light.

Burdwan Katwa.

Futwah Islampur Light.

Howrah Amta Light.

Howrah Sheakhala Light.

Rupsa-Talband Section.

(South Eastern Railway).

Shahdara (Delhi) Saharanpur Light.

(2) **Bombay Port Trust Railway.**—Poisonous (toxic) substances in full wagon-loads are dealt with at Haji Bunder and Stores Depot stations only.

(3) **India General Navigation and Railway Co. Ltd. and Rivers Steam Navigation Co. Ltd.**—Poisonous (toxic) substances are accepted at owner's risk only.

(4) Poisonous (toxic) substances are not carried over the following Sections of the Eastern and Western Railways:—

Eastern Railway

Krishnagar City—Nabadwip Ghat.

Shantipur—Nabadwip Ghat.

Western Railway

Bhavnagar—Mahuva.

Joravarnagar—Sayla.

Morvi—Amran Road.

Morvi—Ghantila.

Morvi—Tankara.

Notice of despatch to be given by sender

703.1. *Notice of despatch compulsory.*—Subject to any exceptions notified by the Railway Administration from time to time, no consignment of poisonous (toxic) substances shall be forwarded to the railway for despatch or accepted for conveyance by rail, unless previous notice of the intention to send such consignment has been given as prescribed in sub-rule 2 and unless the officer-in-charge of the station from which it is proposed to despatch the consignment has intimated in writing that the consignment can be received.

2. *Particulars to be given in the notice.*—The notice required under sub-rule 1 shall be addressed to the officer-in-charge of the station from which the goods are proposed to be despatched and it shall be sent at least 48 hours before the consignment is brought to the station, unless a shorter period is prescribed by the Railway Administration concerned.

The notice must contain a statement of the following particulars:—

(1) the true name, description and quantity of the poisonous (toxic) substances in the consignment;

(2) the name and address of the consignor;

(3) the name and address of the consignee;

(4) a declaration that the poisonous (toxic) substances have been "packed and marked in accordance with the Rules laid down in the Red Tariff", i.e., Rules 707 and 708.

NOTE.—(1) The Forwarding Note, complete in all respects, tendered 48 hours in advance of the date of offering of the consignment for booking, shall be deemed to be a proper notice under this Rule.

(2) When the officer-in-charge of the railway station or shed is in a position to accept the goods, he shall notify the same on the notice board and such notice shall be deemed as proper intimation to the consignor under this Rule.

Poisonous (Toxic) Substances

704—708

Certificates Forwarding Note, etc. to be obtained by railway staff

704. It is incumbent on the Railway staff in the case of every consignment of poisonous (toxic) substances, mentioned in Table VII, to obtain from the consignor a Forwarding Note, complete in all respects, in the form specially prescribed. (For form, see Annexure A).

Mixed consignments prohibited

705. Poisonous (toxic) substances must not be accepted as forming a part of a consignment with other goods, but must be tendered under a separate Forwarding Note and be booked as a separate consignment.

Poisonous (toxic) substances to be accepted by authorised railway servant and at specified place and time

706. Consignments of poisonous (toxic) substances intended to be transported by rail shall be received only—

(1) by a duly authorised railway servant;

and

(2) at such time between sunrise and sunset and at such places within railway premises as the Railway Administration may specify in this behalf.

Packing

707.1. *Poisonous (toxic) substances to be transported only when packed in prescribed manner.*—No poisonous (toxic) substance shall be tendered for transport or be transported unless it is packed in the manner laid down in column 3 of Table VII.

2. *Containers for poisonous (toxic) substances.*—(1) All containers used for containing poisonous (toxic) substances must be well made and sufficiently strong to withstand the wear and tear of rail transit.

They shall be securely closed, so as to prevent leakage of contents or vapour.

(2) Except as otherwise provided in column 3 of Table VII, casks, cases and crates shall be of wood, drums of iron or steel and jars of stoneware or earthenware.

(3) Cases shall be tightly jointed and casks well stoppered.

(4) Jars shall be securely bunged or stoppered and luted.

(5) Stoppered bottles shall be luted and tied over.

(6) Containers, containing liquids, must not be entirely filled. Sufficient air space must be left in each container to provide for the expansion of the liquid under variations of temperature.

3. *Inside packing.*—The inside packing of cases or crates shall not contain any solid matter or hard substance.

Marking and labelling of packages by consignors

708.1. *Marking.*—The outermost package containing poisonous (toxic) substances shall be marked in conspicuous characters by means of either branding, stamping, embossing or painting or by affixing a securely attached label with—

(1) the name of the poisonous (toxic) substance;

(2) the word "Poison";

(3) the quantity;

and

(4) the name and address of the consignor and the consignee

Poisonous (Toxic) Substances
708

2. *Pictorial label.*—In addition to the marking specified in sub-rule 1, every package containing poisonous (toxic) substances shall bear the pictorial label shown below, indicating the hazard involved on account of the contents of the package:—



NOTE.—(1) Background .. White.
Symbol and Lettering .. Black.

(2) Minimum dimensions—10·16 cm. x 10·16 cm.

Bigger labels may be used depending on the size of the packages.

(3) The label should be affixed at an angle of 45° (diamond-shaped), as indicated above.

(4) The label should be divided into 2 equal triangles, the upper being used for the symbol and the lower for the text, as indicated above.

Poisonous (Toxic) Substances

708—713

3. *Indication label.*—Unless the top of the inner package is clearly visible from above, or the outer packing is such as to indicate clearly the top, e.g., when the outer package has a conical top, every package containing poisonous (toxic) substances must have affixed on its top the following label:—

“THIS SIDE UP”

Marking by Railway

709. Every package containing poisonous (toxic) substances shall be properly marked with railway marks, indicating the code initials of the forwarding and destination stations, the invoice or way-bill number and the number of packages in the consignment.

When, however, a consignment of poisonous (toxic) substances is tendered for despatch as a wagon-load consignment for a destination not involving break-of-gauge transshipment, only 10% of the packages constituting the consignment need be marked with railway marks.

Responsibility of the railway staff

710. The Railway staff while accepting consignments of poisonous (toxic) substances for transport by rail, must ensure that—

- (1) the declared quantity of poisonous (toxic) substances in any one package, as ascertained from the markings thereon, or the weight of the package, does not exceed the maximum laid down in columns 3 and 6 of Table VII;

and

- (2) the outermost package is in accordance with these Rules.

Handling to be done by consignors and consignees

711. Unless it be otherwise notified by the Railway Administration, consignors and consignees have to do the loading and unloading of poisonous (toxic) substances in wagon-loads.

When the traffic is booked in smalls and in all cases of handling *en-route*, the Railway Administration concerned will do the loading and unloading.

Storage

712. It shall be the duty of every officer-in-charge of a station to cause every package of poisonous (toxic) substances which is proposed to be despatched by rail or which has been received at any station for transshipment or delivery to the consignee, to be stored in a well ventilated enclosed shed or an open shed, i.e., a shed roofed over for weather protection but not having enclosing walls.

Wherever such storage accommodation is not available, the packages containing poisonous (toxic) substances may be stored in a covered iron wagon, and if this is also not possible, they may be kept in an open space completely covered with tarpaulin or other suitable material.

While storing poisonous (toxic) substances, all precautions laid down in Rule 713 must be observed.

Precautions to be observed in handling and storing poisonous (toxic) substances

713.1. *Time of loading and unloading.*—All operations connected with the loading, unloading and handling of poisonous (toxic) substances shall be conducted between sunrise and sunset only, except that consignments sent in brake-vans of passenger, mixed or parcels trains and by tranship or road van trains may be handled at any hour, all due precautions being taken to prevent accidents.

2. *Handling of packages.*—(1) Packages containing poisonous (toxic) substances shall not be thrown, dropped down or dragged along the ground or floor and care must be exercised to avoid striking them against any hard object.

(2) When loading and unloading heavy drums or casks, cushions of a suitable type, thick coir matting, felt, bags filled with saw-dust, or similar protection, should be used to avoid damage to the drums or casks and to prevent leakage.

Poisonous (toxic) Substances

713-720

(3) Whenever practicable, packages containing poisonous (toxic) substances should be carried or conveyed on trolleys or hand-barrows.

3. *Prohibition of storage and handling with dangerous substances.*—Poisonous (toxic) substances shall not be stored or handled with or near explosives, other dangerous goods or articles of inflammable nature or empties which have contained petroleum or other inflammable liquids.

4. *Prohibition of storage and handling with foodstuffs.*—Poisonous (toxic) substances shall not be stored or handled with or near foodstuffs or foodstuff empties.

5. *Protection from sun, rain and snow.*—Packages containing poisonous (toxic) substances shall not be exposed to sun, rain or snow, nor kept on damp ground.

They should be protected with tarpaulins or other suitable material, whenever required.

6. *Thorough cleaning of place, carriage or wagon in which poisonous (toxic) substances are laid or handled.*—The floor of any place or wagon on which poisonous (toxic) substances have been stored or the wagon or trolley or hand-barrow in which they have been carried must be swept and thoroughly cleaned after removal of the goods therefrom.

7. *Special precautions in dealing with concentrated ethyl fluid (tetra-ethyl lead liquid).*—Special precautions to be taken in the event of leakage of concentrated ethyl fluid (tetra-ethyl lead liquid) are given in Appendix VII/1.

Poisonous (toxic) substances transported by all trains

714. Poisonous (toxic) substances in wagons may be transported by all trains, including passenger trains.

Type of wagons to be used for loading poisonous (toxic) substances

715. Poisonous (toxic) substances will be carried in covered iron wagons.

NOTE.—End opening carriages or wagons shall not be used.

Quantities to be loaded or handled

716. There is no restriction as to the quantity of poisonous (toxic) substances which may be loaded in a wagon, nor on the number of wagons containing poisonous (toxic) substances which may be loaded or unloaded at any one time at a railway station.

Carriage of poisonous (toxic) substances with ordinary goods in wagons

717. Subject to the loading restrictions contained in Rules 719 and 720 being observed, poisonous (toxic) substances may be carried with ordinary goods in the same wagon, provided that—

(1) the wagon does not contain any articles or substances of a combustible nature;

and

(2) the packages containing poisonous (toxic) substances are well separated from the other goods in the wagon.

Carriage of poisonous (toxic) substances in brake-van normally prohibited

718. Except as otherwise provided in column 6 of Table VII, poisonous (toxic) substances shall not be carried in the brake-van of trains.

Wherever poisonous (toxic) substances are permitted to be carried in the brake-van, the loading restrictions contained in Rules 719 and 720 shall be observed.

Carriage of poisonous (toxic) substances with explosives and other dangerous goods prohibited

719. Poisonous (toxic) substances shall not be conveyed in the same carriage with any explosives or other dangerous goods or empties which have contained petroleum or other inflammable liquids.

Carriage of poisonous (toxic) substances with foodstuffs prohibited

720. Poisonous (toxic) substances shall not be conveyed in the same carriage with foodstuffs or foodstuff empties.

Poisonous (Toxic) Substances

721- 722

Stowing in wagons

721.1. *Packages to be compactly loaded.*—Packages containing poisonous (toxic) substance, should be compactly loaded so that they do not shift during transit.

2. *Drums.*—Drums containing poisonous (toxic) substances should, as far as possible, be loaded on end.

3. *Bottles, jars and carboys.*—Bottles, jars and carboys must not be loaded on top of other goods, nor should other goods be loaded on their top.

4. *Empty containers.*—Empty containers which have contained poisonous (toxic) substances must be loaded with bungs in such a position that the escape of any remnants of liquid is not possible.

Labelling, sealing and locking of wagons

722.1. *"Dangerous" label to be affixed on wagon.*—A "Dangerous" label as shown below shall be affixed to both sides of every wagon in which poisonous (toxic) substances are stored for despatch or delivery or while in transit.



NOTE.—(1) Background .. White.
 Symbol and Lettering .. Black.
 (2) Dimensions .. 3 m. radius.

(3) The label should be divided into 2 equal half circles, the upper being used for the lettering "NOT TO BE LOOSE SHUNTED" and the symbol, and the lower for the rest of the text, as indicated above.

Poisonous (Toxic) Substances

721—725

Except on road vans on tranship or road van trains on which labels may be pasted on the sides of the wagon or carriage, these labels should be so pasted on the doors that when they are opened, the labels are automatically destroyed.

These labels should be affixed even when poisonous (toxic) substances are transported along with ordinary goods, irrespective of the quantity of acids and other corrosives loaded in such wagons.

Such labels need not, however, be used when poisonous (toxic) substances are conveyed by passenger, mixed or parcels trains in brake-van.

2. *Private labels.*—In addition to the railway labels, there is no objection to a consignor pasting a label indicating the contents and hazard involved. Such labels should be pasted on the doors of a wagon.

Shunting Precautions to be observed

723. Shunting of wagons containing poisonous (toxic) substances shall not be carried out except under the superintendence of a duly authorised officer who shall ensure that during shunting operations—

(1) the speed of all movements does not exceed 8 km. an hour;

and

(2) no rough, hump, fly or loose shunting takes place.

Marshalling

724.1. *Precautions to be observed during marshalling.*—(1) There is no restriction on the number of wagons containing poisonous (toxic) substances which may at any one time be attached to or transported by any one train.

(2) Wagons containing poisonous (toxic) substances shall be separated by carriages not containing explosives, other dangerous goods or articles of inflammable nature from carriages containing—

(a) explosives and petroleum and other inflammable liquids, class A, by not less than three such carriages;

(b) gases, compressed, liquified or dissolved, by not less than two such carriages;

and

(c) petroleum and other inflammable liquids, class B, inflammable solids and oxidizing substances by not less than one such carriage.

(3) Wagons containing poisonous (toxic) substances shall be close-coupled to the adjoining carriages and to each other.

2. *Exemption on certain sections.*—On the Darjeeling-Himalayan Section of the Northeast Frontier Railway, wagons containing poisonous (toxic) substances need not be close-coupled.

3. *Guard or dummy wagons.*—Whenever the requisite number of wagons not containing explosives or other dangerous goods or articles of inflammable nature are not available, empty wagons shall be used as guard or dummy wagons for separating, as required, the wagons containing poisonous (toxic) substances from carriages containing explosives, gases, compressed, liquified or dissolved, petroleum and other inflammable liquids, inflammable solids and oxidizing substances.

Notice of arrival

725.1. *Notice to consignee of arrival of consignment.*—The station master of the destination station must see that notice of arrival of consignments of poisonous (toxic) substances is issued to the consignee in the prescribed form (for form see Annexure B) for all consignments received at his station and not removed on the date of unloading.

Poisonous (Toxic) Substances

725—728

2. *Railway's right to recover wharfage and demurrage not affected by non-issue of arrival notice.*—Non-receipt or late receipt of notice of arrival shall not entitle the consignee to exemption from wharfage and demurrage charges, if the goods are not taken delivery of within the free time allowed.

Delivery or disposal otherwise

726.1. *Delivery.*—Consignments of poisonous (toxic) substances shall be removed by the consignee from the station or depot of the railway to which they have been transported as soon as they are made available for delivery.

2. *Disposal if delivery not effected expeditiously.*—If the consignments are still on hand after the expiry of the free time allowed for their removal, a notice, as prescribed in Sections 55 and 56 of the Indian Railways Act should immediately be served on the consignee.

The notice, referred to, shall be in the form prescribed and given in Appendix VII/2.

After the expiry of the period specified in the notice, referred to above, consignments still unclaimed shall be sold by public auction in accordance with the provisions of Sections 55 and 56 of the Indian Railway Act.

Weight for charge and days of acceptance

727.1. *Smalls to be accepted on notified days and charged on actual weight.*—Consignments of poisonous (toxic) substances when tendered in smalls will be accepted for conveyance by rail on such days and over such sections as may be notified by the Railway Administration and will be charged on actual weight.

2. *Smalls which can be accepted on all days of the week and charged on actual weight.*—Notwithstanding what is stated in sub-rule 1 above, consignments of poisonous (toxic) substances may be accepted on all days and charged on actual weight when—

- (1) ordinary goods traffic with which such poisonous (toxic) substances can be loaded is open for acceptance for the destinations concerned;

or

- (2) the traffic is tendered for carriage in the brake-van of passenger, mixed or parcels train.

3. *Traffic in wagon-loads to be accepted on all days.*—Traffic in wagon-loads will be accepted on all days, subject to a minimum weight for charge as prescribed in column 2 of Table VII.

Pre-payment of freight

728. Subject to any exceptions notified by the Railway Administration from time to time, the freight on all consignments of poisonous (toxic) substances shall be pre-paid.

NOTE.—Pre-payment of freight is not compulsory in the case of the following:—

- Aceto-arsenite of Copper,
- Arsenic (Metal),
- Calcium Arsenate (Solid),
- Capsules Lachrymatory,
- Caoutchoucine and Pyradine,
- Pyradine Bases.

Poisonous (Toxic) Substances

729-730

Reports of accidents

729. Whenever there occurs any accident connected with any consignment of poisonous (toxic) substances and attended with loss of life or serious injuries to persons or serious damage to property, or of a description usually attended with such loss, injuries or damage, the person for the time being in charge of the consignment must forthwith advise the officer-in-charge of the nearest police station and the Chief Inspector of Explosives in addition to the departmental officers concerned.

Saving

730. Nothing in this Chapter shall be deemed to detract from the operation of the Poisonous Act, 1919 or the rules framed thereunder, wherever applicable

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) substance.	General Classification.	W/-or C.C. weight conditions under which wagon-load rates apply				Remarks	Packing. (See also Rule 707)
		Smalls	Wagon loads	B.G.	M.G.	N.G.	
1				2			3
Acid, Carbolic (Phenol crystals or liquefied.)	130-B	120-B	110	90	65	..	(1) In stoneware jars or glass stoppered bottles, well-secured and standing upright in cases. The inside packing of the cases must be of straw, chaff or saw-dust mixed with coal, wood ashes, chalk or sand. (2) In drums or casks. (3) The gross weight of any one package must not exceed 186.62 kg. over the B.G. and M.G. and 111.97 kg. over the N.G.
Acid, Cresylic	180-B	170-B	100	80	55	..	Do.
Acid, Oxalic	120-B	110-B	170	110	65	..	(1) In casks or drums. (2) In jars or bottles packed in cases.
Oxalate of Potash	145-B	135-B	185	125	65	..	Do.
Titanium Potassium Ox- alate.	145-B	135-B	170	110	65	..	Do.
Aceto-arsenite of Copper	120-B	110-B	185	125	65	..	(1) In tins, packed in cases. (2) In tins, packed in saw-dust in approved fibre- board cases, and fastened by two metal straps. (3) In tins, packed in corrugated fibre board wrapped in strong brown paper and secured with cords. The number of tins should not exceed 4 and the total weight of contents 6.35 kg. in any one package. (4) In casks, drums or cans.
Weed Killer (powder) arsenical.	145-B	135-B	150	110	65	..	Do.

Poisonous (Toxic) Substances.
Table VII

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 708, 709 and 722-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 714, 715, 716, and 717).	Exceptional Rules regarding carriage in brake-van of Passenger Mixed or Pargels Trains. (See also Rule 718).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 719, 720, 721, 723, and 724).
4	5	6	7
..	When loaded in the same wagon with other kinds of poisonous (toxic) substances, should be kept as far apart from one another as may be practicable.
	.	..	Do.
	.	..	Do.
	..		

Poisonous (Toxic) Substances
Table VII

Name of Poisonous (Toxic) Substance.	General Classification.	W/-or C.C. weight conditions under which wagon-load rates apply.					Remarks. (See also Rule 707).
		Wagon Smalls. loads. B.G. M.G. N.G.					
1		2					3
Ammonia solutions. (i) Specific gravity 0.880 to 0.891.	130-B 120-B	110	90	65			(1) In effectively closed glass or earthenware containers, packed with effective absorbent material in wooden cases. Each glass or earthenware container shall not contain more than 11.36 litres of the substance and not more than 45.45 litres shall be packed in any one case. (2) In securely closed carboys or jars of not more than 68.18 litres capacity, packed with suitable protective material in crates or cases. (3) In steel drums or steel barrels of not more than 454.59 litres capacity, hydraulically tested to 4.64 kg. per sq. cm. pressure at which pressure the drums must not show any signs of rupture or leakage.
(ii) Specific gravity 0.892 to 0.958.							(1) In effectively closed glass or earthenware containers, packed with effective absorbent material in wooden cases. Each glass or earthenware container shall not contain more than 11.36 litres of the substance and not more than 45.45 litres shall be packed in any one case.

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling.	Exceptional or Additional Rules regarding carriage by all Trains.	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcel Trains.	Exceptional or Additional Stowage and Carriage Rules.
(See also Rules 708, 709 and 722-1).	(See also Rules 714, 715, 716 and 717).	(See also Rule. 718).	(See also Rules 719, 720, 721, 723 and 724).

4

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6

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When loaded in the same wagon with other kinds of poisonous (toxic) substances, should be kept as far apart from one another as may be practicable.

..

..

..

Do.

Poisonous (Toxic) Substances
Table VII

Name of Poisonous (Toxic) Substance	General Classification	W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks. (See also Rule 707).
		Small	Wagon- loads	B.G. M.G. N.G.	
I				2	3
Ammonia solutions (concl'd.)					(2) In securely closed carboys or jars of not more than 68·18 litres capacity, packed with suitable protective material in crates or cases.
(ii) Specific gravity 0·892 to 0·959 (concl'd.)					(3) In steel drums or steel barrels of not more than 454·59 litres capacity, hydraulically tested to 2·81 kg. per sq. cm. pressure at which pressure the drums must not show any signs of rupture or leakage.
(iii) Specific gravity 0·959 and over					(1) In effectively closed glass or earthenware containers, packed with effective absorbent material in wooden cases. Each glass or earthenware container shall not contain more than 11·36 litres of the substance and not more than 45·45 litres shall be packed in any one case. (2) In securely closed carboys or jars of not more than 68·18 litres capacity, packed with suitable protective material in crates or cases. (3) In steel drums or steel barrels of not more than 454·59 litres capacity

Poisonous (Toxic) Substances**Table VII**

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 708, 709, and 721·1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 714, 715, 716 and 717).	Exceptional Rules regarding carriage in brake- van of Passenger, Mixed or Parcels Trains. (See also Rule 718)	Exceptional or Addi- tional Stowage and Carriage Rules. (See also Rules 719, 720, 721, 723 and 724).
4	5	6	7

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks. (See also Rule 707).	Packing.
	Smalls.	Wagon- loads.	B.G.	M.G.	N.G.		
1	2					3	
Aniline oil	120-B	110-B	100	80	55	..	(1) In drums or cans. (2) In bottles, packed in saw-dust in cases.
Aniline Salt (Aniline Hydrochloride).	145-B	135-B	185	125	65	..	(1) In drums, casks or cases. (2) In jars or bottles, packed in cases.
Phenylene and Toluylene Diamines.	120-B	110-B	185	125	65	..	Do.
Antimony Fluoride Mor- dant (Antimony Salts).	145-B	135-B	185	125	65	..	(1) In tins, bottles or strong paper packages, in cases. (2) In casks.
Arsenic (Metal).	120-B	110-B	150	110	65	..	(1) In cases, casks or drums. (2) In jars or bottles, packed in cases. (3) Must not be carried in bags.
Arsenic trioxide.	120-B	110-B	150	110	65	..	(1) In tins, bottles or strong paper packages, packed in cases. (2) In casks, lined with strong paper. (3) In drums.
White Arsenic (Arsenious acid, solid).	120-B	110-B	150	110	65	..	(1) In tins, bottles or strong paper packages, packed in cases. (2) In casks, lined with strong paper. (3) In drums.
Barium Carbonate	92.5-B	85-B	150	110	65	..	(1) In casks. (2) In close-texture sacks. Should not be carried in sacks, when mixed with water.

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 708, 709, and 721 r)	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 714, 715, 716 and 717)	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Trains (See also Rule 718).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 719, 720, 721, 723 and 724)
4	5	6	7

Must not be loaded with goods of a valuable nature likely to be damaged in the event of leakage, e.g., textile fabrics, paper goods, wood or fibre board cases.

Do

..

..

..

..

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance	General Classification.	W/- or C.C. weight conditions under which wagon-load rates apply				Remarks. (See also Rule 707).	Packing.
		Smalls	Wagon- loads.	B G.	M.G.	N.G.	
I				2			3
Barium Chloride	70-B	62	5-B	150	110	65	(1) In casks, cases or drums. (2) In gunny bags in which imported.
Barium Hydrate (Barium Hydroxide).	70-B	62	5-B	150	110	65	Do.
Calcium Arsenate (solid)	145-B	135	-B	185	125	65	In casks
Capsules Lachrymatory	180-B	170	-B	185	125	65	(1) In sealed bulbs, contained in hermetically sealed lever-lid metal cylinders, packed in wooden boxes secured with screws (2) The gross weight of any one package must not exceed 27 99 kg.
Caoutchoucine and Pyridine.	130-B	120	-B	150	110	65	(1) In casks or drums. (2) In tins, in cases or hampers. (3) In jars not exceeding 31 82 litres capacity. (4) In carboys. Carboys must be packed securely in iron or wooden or wicker-work crates. There must be a minimum thickness of 2 54 cm. of straw packing between the carboy and the crate. The straw packing in the carboy crate, when handed over to the Railway Administration, must be sufficiently damp to prevent fire.

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 708, 709 and 724-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 714, 715, 716, 617 and 717).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Trains. (See also Rule 719).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 719, 720, 721, 723, and 724).
4	5	6	7
..	When packed in gunny bags, must be accepted as a wagon-load con- signment and des- patched in se- parate wagon.
..	Do.
..
..	..	May be carried in the brake-van, sub- ject to a limit of 55.98 kg. in any one brake-van at any one time.	.
		The cases must be placed as far as possible from other packages in the brake-van.	

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.					Packing.	Remarks. (See also Rule 707)
	Smalls.	Wagon, loads.	B.G.	M.G.	N.G.				
1	2							3	
Caoutchoucine and Pyridine.— <i>cond.</i>								Carboys shall be closed liquid-tight and provided with a well-fitting stop- per which must be well-luted. The necks of the carboys shall be exposed.	
Pyridine Bases	145-B	135-B	130	110	65	..		Do.	
†Concentrated Ethyl Fluid (Tetra-ethyl lead liquid).	180-B	170-B	100	80	55	..		In air-tight drums of very substantial construction, fitted with double scre- wed bungs with air space bet- ween and protected by two steel rails surrounding them.	

†For precautions to be observed in the event of leakage see Appendix VII/L.

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling. (See also Rules 708, 709 and 722-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 714, 715, 716, and 717).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 718).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 719, 720, 721, 723 and 724).
4	5	6	7

All drums including empties must be painted in a light colour and bear the following label:—

**"CONCENTRATED
ETHYL FLUID-POISON.**

DO NOT DROP

Keep away from food or food products.

Do not breathe fumes, touch contents or swallow.

Do not let the contents of this package come in contact with your hands, body or clothes".

(1) Must be accepted as a wagon-load consignment and despatched in a separate wagon.

(2) The wagon must not have metal lining to the floor.

(3) All drums including empties must be stowed in the wagon bung upwards and secured with chocks or other suitable means.

They must be placed at least one foot away from the walls of the wagon.

(4) All handling and transshipment must be supervised by a competent person deputed by the consignor or the consignee who should issue a certificate to the effect that the person so deputed has adequate technical knowledge of the material. The certificate must be produced for the inspection of station masters of the stations at which the material is handled.

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 707).
	Smalls.	Wagon- loads.	B.G.	M.G.	N.G.		
1	2					3	
Concentrated Ethyl Fluid (Tetra-ethyl lead liquid) —concl'd.							
Cyanide of Copper, solid.	145-B	135-B	150	110	65	..	(1) In air and water-tight drums. (2) In air-tight tin or zinc boxes packed in substantial wooden cases and iron bound. Not more than 101.6 kg. of the commodity shall be contained in any one case.
Cyanide of Lime or Cyanogas.	145-B	135-B	150	110	65	..	Do.
Cyanide or Potassium, solid.	145-B	135-B	150	110	65	..	Do.
Cyanide of Sodium, solid.	145-B	135-B	150	110	65	..	Do.
Cyanide of Zinc, solid.	145-B	135-B	150	110	65	..	Do.
Cyanide of Copper and Zinc (brass salts), solid.	145-B	135-B	150	110	65	..	Do.
Cyanide of Copper, solid.	180-B	170-B	150	110	65	..	In hermetically sealed jars or bottles, packed in cases.
Cyanide of Lime or Cyanogas.	180-B	170-B	150	110	65	..	Do.
Cyanide of Potassium, solid.	180-B	170-B	150	110	65	..	Do.

Poisonous (Toxic) Substances
Table VII

[illegible]

Poisonous (Toxic) Substances
Table VII

Name of Poisonous (Toxic) Substances	General Classification.	W/- or C.C. weight conditions under which wagon-load rates apply					Remarks	Packing (See also Rule 707)
		Smalls	Wagon loads.	B.G.	M.G.	N.G.		
1				2				3
Cyanide of Sodium, solid.	180-B	170-B	150	110	65	..	..	In hermetically sealed jars or bottles, packed in cases.
Cyanide of Zinc, solid.	180-B	170-B	150	110	65	..	..	Do.
Cyanide of Copper and Zinc (brass salts), solid.	180-B	170-B	150	110	65	..	..	Do.
Dinitro-Chloro Benzene.	180-B	170-B	185	125	80	..	..	(1) In glass or earthenware, containers or tins or cans of suitable make, packed with suitable protective material in wooden cases. (2) In effectively closed steel drums.
*Ferro-Silicon (i) Less than 15%.	180-B	170-B	130	105	65	..	..	(1) In casks, cases, sacks or drums. (2) Drums must be perforated with not less than four 2.54 cm. holes.
(ii) 15% to 30%	110-B	100-B	130	105	65	..	..	(1) In casks, cases, sacks or drums. (2) Drums must be perforated with not less than four 2.54 cm. holes.
(iii) 65% and over, except as provided below.	110-B	100-B	130	105	65	..	..	Do.
*Ferro-Silicon between 30% and 65%.	110-B	100-B	130	105	65	..	..	(1) In casks, cases, sacks or drums. (2) Casks, cases and drums must be perforated with not less than four 2.54 cm. holes.
*Ferro-Silicon 80% and over, in fine powder.	110-B	100-B	130	105	65	..	..	In casks or drums.
Lead Oxide	120-B	110-B	185	125	65	..	..	(1) In casks. (2) In close-texture sacks.

*The consignor must declare on the Forwarding Note the grade of Ferro-Silicon. The invoice and way-bill should also be endorsed with a remark, specifying whether the grade is below 15 % or at or above 15%.

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 708, 709 and 722 1)	Exceptional or Additional Rules regarding carriage by all Trains (See also Rules 714, 715, 716 and 717).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train (See also Rule 718).	Exceptional or Additional Stowage and Carriage Rules (See also Rules 719 720, 721, 723, and 724).
4	5	6	7
	.		
	.	..	
..	..	..	Must not be loaded with goods of a valuable nature likely to be damaged in the event of leakage, e.g. textile fabrics, paper goods, wood or fibre-board cases.
	Preferably to be carried in open wagons	..	
..	Do.	..	..
..	Do	..	.
.	Do.	..	.
..	Do.		..
..			..

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance.	General Classification.		W/- or C.C. weight conditions under which wagon-load rates apply.			Remarks.	Packing. (See also Rule 707).
	Smalls.	Wagon- loads.	B.G.	M.G.	N.G.		
I	2					3	
Nitro-benzol (Nitro-ben- zene or oil of Mirbane).	180-B	170-B	100	80	55	..	(1) In securely closed glass or earthen- ware containers, packed with effec- tive absorbent material in wooden cases. Each glass or earthen- ware containers shall not contain more than 11·36 litres of the sub- stance and not more than 45·45 litres shall be packed in any one case. (2) In effectively closed tins or cans, packed with effec- tive absorbent material in wooden cases. Not more than 45·45 litres of the sub- stance shall be packed in any one case. (3) In effectively closed steel drums of not more than 454·59 litres capacity.
Mono Nitro Toluene.	180-B	170-B	100	80	55	..	do.
Nitro-naphthalene.	180-B	170-B	100	80	55	..	In casks or cases.
Perchloride of Mercury Bi-chloride of Mer- cury (Corrosive Sub- limate).	145-B	135-B	110	90	65	..	(1) In casks. (2) In tins, bottles or strong paper pack- ages, packed in cases or hampers.
Tartar Emetic.	180-B	170-B	150	110	65	..	(1) In casks. (2) In tins, bottles or strong paper pack- ages, in cases.
Weed Killer, (liquid arsenical).	120-B	110-B	110	90	65	..	(1) In cans or drums of less than 13·64 litres capacity, securely closed by means of a well

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling (See also Rules 708, 709 and 722-1).	Exceptional or Additional Rules regarding carriage by all Trains. (See also Rules 714, 715, 716 and 717).	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcels Train. (See also Rule 718).	Exceptional or Additional Stowage and Carriage Rules. (See also Rules 719, 720, 721, 723, and 724).
4	5	6	7
..	Must not be loaded with goods of a valuable nature likely to be damaged in the event of leakage, <i>e.g.</i> , textile fabrics, paper goods, wood or fibre-board cases.

Dc.

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance	General Classification	W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing. (See also Rule 707)
		Small.	Wagon- loads	B.G. M.G. N.G.		
1	2					3
						fitting cork which must be covered with a soldered capsule. Cans or drums to be further packed in saw-dust in cases. (2) In drums of not less than 13 64 litres capacity.
Weed Killer, liquid, non-arsenical and not containing Chlorate or Dinitro-ortho-cresol or its Salts.	65-B	57	5-B	110	90 65 ..	(1) In cans not exceeding 4.54 litres capacity made of tin plate or terne plate, securely closed by means of a screw plug, a "Press cap," or a well fitting cork with a soldered capsule, packed in saw-dust in cases or in skeleton cases or crates. (2) In cans or drums for one journey only from 4.54 litres to 45.45 litres capacity, made of tin plate or terne plate, securely closed by means of a screw plug, or a well fitting cork with a soldered capsule. (3) In drums. (4) In wooden casks with metal plates over the bungs.
Weed Killer (non-arsenical and not containing Chlorate) containing—	65-B	57.5-B	110	90	65 ..	(1) In tins, packed in cases. (2) In tins, packed in saw-dust in approved fibre-board cases. (3) In drums.
(a) Dinitro-orthocresol or its Ammonium or Amine Salt.						
(b) Dinitro-orthocresol Sodium salt and at least 25% of water.						

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling	Exceptional or Additional Rules regarding carriage by all Trains.	Exceptional Rules regarding carriage in brakevan of Passenger, Mixed or Parcel Train	Exceptional or Additional Stowage and Carriage Rules
(See also Rules 708, 709 and 722.1)	(See also Rules 714, 715, 716 and 717).	(See also Rule 718).	(See also Rules 719, 720, 721, 723 and 724)
4	5	6	7

Poisonous (Toxic) Substances**Table VII**

Name of Poisonous (Toxic) Substance	General Classification		W/- or C.C. weight conditions under which wagon-load rates apply			Remarks	Packing (See also Rule 70)
	Smalls	Wagon.	B.G.	M.G.	N.G.		
		loads					
1	2					3	
Weed Killer (Powder), (nonarsenical and not containing Chlo- rate or Dinitro-ortho- cresol or its Salts).	75-B	67.5-B	150	110	65	..	(1) In tins, packed in cases. (2) In tins, packed in sawdust in approved fibre-board cases. (3) In tins, packed in corrugated fibre-board, wrapped in strong brown paper and secured with cords. The number of tins should not exceed 4 and the total weight of contents 6.35 kg. in any one package. (4) In casks, drum or cans.
Zinc Phosphide	130-B	120-B	150	110	65	..	(1) In air-tight tin packed in cases. (2) In jars or bottles packed in cases. (3) In drums. (4) In casks.

Poisonous (Toxic) Substances
Table VII

Exceptional or Additional Rules regarding Marking and Labelling	Exceptional or Additional Rules regarding carriage by all Trains	Exceptional Rules regarding carriage in brake-van of Passenger, Mixed or Parcel Train.	Exceptional or Additional Stowage and Carriage Rules
(See also Rules 708, 709 and 722 r)	(See also Rules 714, 715, 716 and 717.)	(See also Rule 718)	(See also Rules 719, 720, 721, 723 and 724)
4	5	6	7

All packages must be labelled in bold letters as under:—

Zinc Phosphide, Dangerous if not kept dry. The contents of this package are liable, if brought into contact with moisture, to give off a spontaneously inflammable gas".

(1) Vehicles used for transport must be well ventilated and rendered impervious to rain.

(2) The packages must be protected by water-proof sheeting.

Appendix VII/1
(Rule 713-7)

APPENDIX VII/1

**Precautions to be taken in the event of leakage of Ethyl Fluid
(Tetra-ethyl Lead)**

Ethyl Fluid (Tetra-ethyl Lead) is an anti-knock compound for addition to gasoline. It is poisonous when it gets into the body, which it may do by absorption through the skin or by inhalation of the vapour. It is heavily coloured by means of a dye (usually yellow, red or blue) so that the leakage is usually discernible. Furthermore, Ethyl Fluid (Tetra-ethyl Lead) has a distinctive and rather sweet smell. If Ethyl Fluid (Tetra-ethyl Lead) can be smelt it is being breathed and men not assigned to deal with the leakage, should move away from any place where it can be smelt.

2. There should be readily available for use in the event of leakage two sets of protective equipment comprising the following:—

- (i) Rubber gloves;
- (ii) Rubber boots;
- (iii) Rubber apron or oilskin suit;

and

- (iv) Suitable respirator, which should be either of canister type containing a minimum of 500 c.c. of activated charcoal or an air line respirator with an independent fresh air supply

Men assigned to deal with a leakage of Ethyl Fluid (Tetra-ethyl Lead) must wear the prescribed protective equipment.

3. If Ethyl Fluid (Tetra-ethyl Lead) comes into contact with the skin, the part or parts affected should be washed clean at once with a solvent such as kerosene followed by soap and water.

4. Any clothing which become contaminated by Ethyl Fluid (Tetra-ethyl Lead) should be removed immediately and cleaned by repeated rinsing in petrol or other dry cleaning fluid.

5. If there is any spill of the fluid inside a wagon the doors of the wagon must be opened wide to allow maximum ventilation.

After the necessary operations to clean the wagon have been carried out by the representative of the consignor or the consignee, a certificate must be obtained from this representative that the wagon is free from contamination and fit for general use.

6. The area in which a leakage of Ethyl Fluid (Tetra-ethyl Lead) has occurred (including the outside of a drum) should be treated as follows:—

- (i) Flush with kerosene or some other light oil solvent, followed by water. If the surface permits, wash thoroughly with soap, working up as much lather as possible, and again flush with water.
- (ii) If it is possible to obtain quickly a supply of common bleaching lime, the area should first be treated generously with a mixture of bleaching lime and water in the form of a thin slurry (NEVER use the dry powder); alternatively a 5% solution of sulphuryl chloride in kerosene may be used.

- (iii) If contamination of an absorbent material has taken place, such as wooden flooring, dunnage or other packing material, then such materials must, after treatment as above, be removed and burnt.

7. Shoes and leather covered articles that become contaminated by Ethyl Fluid (Tetra-ethyl Lead) should be discarded and destroyed.

Appendix VII/2

RuJe 7262

APPENDIX VII/2

S. No.
 Station
 Division/District.
 Railway
 Date

Notice to be served on the consignee

To

.....

Dear Sir/Madam,

SUBJECT:—*Inv.PWB No.*..... *dated*
from..... *to*.....

I hereby give you notice that the above consignment/parcel of which you are the consignee is lying undelivered at destination. Please note that if delivery is not effected within seven days from the date of receipt of this letter on payment of all charges due as per details given below, arrangements will be made to dispose of it under Sections 55 and 56 of the Indian Railways Act, 9 of 1890 without any further reference being made to you

In the event of sale, if the amount due to the Railway on account of freight, demurrage, wharfage, etc., is not covered by the sale proceeds, I shall look to you to make good the balance.

Details of charges due:—

1. Freight Rs.....
2. Demurrage Rs.....
3. Unloading charges Rs.....
4. Wharfage at the rate of Rs.....
 per 50 kg. per day from.....
 until removal of the consignment.

Yours faithfully,

NOTES.—The attention of the sender or his agent is invited to the principal terms and conditions applying to the carriage of dangerous goods by railway which are set forth in I.R.C.A. Red Tariff.

Railways are not responsible for any loss, destruction or deterioration of or damage to a parcel or package containing any article (s) specified in the Second Schedule to the Indian Railways Act, 9 of 1890, whose value exceeds Rs. 300/- per parcel or package, unless the contents and value are declared at the time of booking and an engagement entered into to pay the authorised percentage charge on value for increased risk.

*Strike out where inapplicable.

†The description, contents and value of excepted articles in each package should be specifically mentioned.

‡Here enter additional declarations which may be required by the Rules laid down in the Red Tariff.

Additions or alterations made in the above entries must be signed (not initialled) by the sender or his agent.

P.T.O.

Annexure A.

(The form below to be filled in by the Railway staff only)

Forwarding Note No. Date.

Accepted by date.
 Weighed by date.
 Loaded by date.
 Invoiced by date.
 To be carried via.
 To be charged via.

No. and description of packages	Commodity	Railway Marks	Actual Weight		Weight charged		Classification for charge	Rate per quintals Rs. nP	Paid		To pay		Receipt No.	Invoice		Particulars of wagons			
			Quintals	Kilograms	Quintals	Kilograms			Rs. nP.	Rs. nP.	Rs. nP.	Rs. nP.		No.	Date	No. and type	Owning Railway	C.C.	Floor area

Annexure B.

ANNEXURE B.

POST CARD.

S. No.
 Station
 Division/District
 Railway.
 Date

COMMERCIAL DEPARTMENT
 NOTICE OF ARRIVAL OF CONSIGNMENTS

To

Dear Sir/Madam,

.....consigned to you from.....
station by..... under Railway
 Receipt No....., dated..... arrived here
 on.....

2. Will you please arrange to take immediate delivery of the consignment on production of the Railway Receipt.

3. Invoiced freight To Pay/Paid Rs.....nP.....

Yours faithfully,

Goods Clerk/Station Master,
Station.

* Here state description of goods.

[No. 402-TG/58/DG/25.]
 R. E. de Sa, Secy.

